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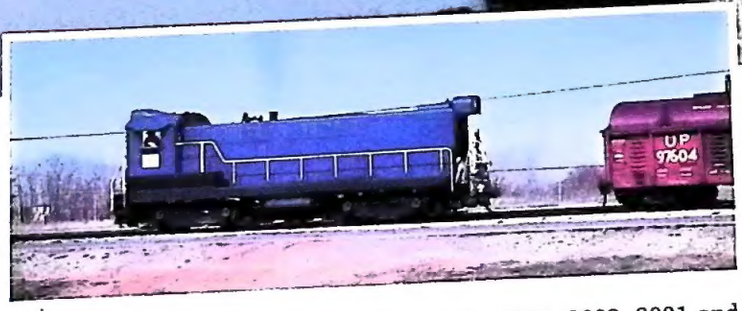
KODACHROMES, ABOVE, JOHN C. BENSON, RIGHT DAVID SMITH



TRONA RAILWAY SD45-2 rebuilds 3003, 3006, 3002, 3001 and 3004 worked at Trona, Calif., on February 14 (**top**). Trona's Baldwin AS616s are joining Johnston Terminals S12 007, which was seen in Muskogee, Okla., in March 1992 (**above**). See page 42.

KODACHROME 200: EDWARD L. JOHNSON

PEORIA & PEKIN UNION 701 (ex-UP SW10 1271) led a 57-car A1 Job through Peoria, Ill., on February 1 (**left**). The unit was rebuilt and painted in new P&PU colors at Peoria Loco Works. See page 42.

E9 BN-3 (ex-9919), with new paint matching BN F9s BN-1 and BN-2, trailed the Fs on a BN special photographed on the D&RGW west of Rollinsville, Colorado, on January 14 (**below**). See page 42.

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From the Publisher's desk: Caring for Railfan Paper

It wasn't so many years ago that horror stories of massive dumpings of old railroad records were commonplace. Railroads no longer had either the space or the need to preserve old blueprints, bookkeeping records, orders for equipment, photographs and other paper documents. Often these documents ended up in gondolas or boxcars to be taken to a dump for burial or burning. A number of railfans upon hearing of these dumpings salvaged what they could. The NYO&W group received a notable collection, and once while presenting an NYO&W movie program I was given a copy of a letter written to me by an O&W official in 1951 giving me permission to ride the cab of their daily train from Weehawken to Roscoe and back. My footage included film shot on that trip! This group had not only carefully filed their material, but they knew what they had.

On rare occasions railroad fan groups heard about imminent dumpings and were able to rescue these historic records while still neatly filed. The old paper records were often packed into cartons for storage in garages, basements, attics and even old boxcars or baggage cars. At other times they were just tossed out as scrap paper. More than one railfan has found that an invaluable collection of old photos, timetables, letters and records has turned into a wet brown papier mache mass after being placed on a damp basement floor. If you must use a basement to store old paper, keep the material off the floor and be sure to maintain a dehumidifier to keep mildew at bay. Railroadiana files stored in extremely arid conditions should keep a humidifier going.

All old and even not-so-old paper railroadiana should be treated with care. When staples turn rusty you know you have a problem.

Acid, whether in the air or a part of the paper document being saved or cardboard cartons in which paper has been stored, will in time cause the documents to turn yellow, and disintegration of the paper documents often follows. I've stored newspaper clippings in quality file folders for years with no noticeable deterioration.

Paper has many enemies, including light, air, heat and dampness. Many old postcard or 116 size negatives have been stored in manila envelopes and now have the glue marks etched permanently into the film. These should immediately be placed in safe plastic envelopes to prevent further damage.

Rare old documents, especially folded maps and timetables, are often prone to tearing at folds. These are best photostatically copied and the originals stored in a dark container such as an acid free filing folder in a metal filing cabinet to prevent such records from becoming food or nesting places for rodents and bugs. The Department of Conservation at the Colonial Williamsburg Foundation recommends such records be maintained at about a 50% relative humidity level. Too high humidity can cause paper to expand and wrinkle. Very dry storage can cause shrinking and drying, leading to tearing and even powdering. Light also speeds up the deterioration process, especially of cheaper pulp papers, and may fade printing colors. Framed lithographs are often bluish in color as a result of the fading of the yellow inks. Color prints or photos should be kept from direct sunlight.

Use of alphabetized file folders kept in metal cabinets preserves your rare paper documents from light, air, misuse and other hazards; a cheap price to pay for your collection's safety.

RAILFAN & RAILROAD

RAILFAN & RAILROAD

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Cover

Great Northern 400, named *Hustle Muscle*, outshopped by EMD at La Grange, Ill., in May 1966, was the first production SD45. In September 1989 the 400 was back home for the 50th anniversary celebration of Electro-Motive's FT 103, posing outside the engineering test building in the company of Santa Fe FP45 101. The GN 400 was donated by Burlington Northern to the Lake Superior Museum of Transportation in Duluth, where it now normally resides. Preston Cook begins his three-part study of EMD's SD45 family on page 47. Kodachrome by Mike Del Vecchio.

The West Coast had its drought broken by record snowfall this winter, and rotary snowplows were called into action from the Sierra to the Rathdrum Prairie. Here on January 6, 1993, Camas Prairie rotary 26 chew its way west of Craigmont, Idaho. Blair Kooistra describes the Pacific Northwest action on page 63. Kodachrome by Blair Kooistra.

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Fanmail

On first photos and Startup

Two articles in the April '93 issue prompt me to comment. Ronald C. Hill's mention of the reversed image in the Hasselblad viewfinder brought back memories of my first action photo, in 1948, of a Santa Fe *Golden Gate* train north of Berkeley, California. I was standing near the track, and it took a lot of willpower not to panic and jump the wrong way as the train bore down on me while I watched it in the viewfinder of my Ciroflex twin-lens reflex camera.

Most readers who look at the map and profile in Tim Repp's Stevens Pass article will no doubt think that Startup marks the start of the climb up the west slope of the pass. That it may do, but that is not how the little town got its name. It was named after George Startup, owner of the local sawmill in the early 1900s. He was a family friend of my grandfather and father, who farmed nearby, and I can remember being taken to visit the old gentleman in his big house in the early 1930s.

JOHN C. ILLMAN
Nordland, Wash.

On 3985 and fire brick

I would like to comment on the news item on page 42 of the March '93 issue about UP 3985. This was not an empty passenger train. Sutherland Lumber Company of Kansas City chartered the train for children and dubbed it the "Santa Claus Express." Fortunately, most of the children were discharged at Atchison and bussed back to Kansas City, and with the firebox problem at Falls City, the others were bussed to Omaha.

There seems to be a great deal of confusion about brick arches and brick in the firepan of an oil burning locomotive. Railroads discontinued the use of brick arches on oil burners early in the game. In 1905, Santa Fe, one of the first large oil burning roads, made tests that showed the brick arch was of no benefit on an oil burner and fuel efficiency was better without them. Some roads did continue to use the arch tubes on which the bricks were supported. The brick on an oil burner is used in the firing pan and protects the steel in the pan. The 3985's crew believes that an additive to the No.6 fuel oil caused the fire brick to collapse, and some brick melted. Union Pacific steam boss Steve Lee has informed me that there is no damage to the 3985, and if he had known that at Falls City he could have continued the trip and put up with the steaming problems, which were caused by the loose brick obstructing the path of the flame from the burner. Bricks working loose were always a problem with oil burners, and at service stops such as Newton when passenger locomotives ran through, my files are full of reports of minor delays occasioned by removing the fallen brick.

LLOYD STAGNER
Newton, Kans.

✏ *Espee 4-8-4 4449 fireman Jack Wheelihan was actually the first to call us on the firebrick description. As Lloyd Stagner points out, the 3985 does not use arch brick but does use fire brick along the side sheets. Wheelihan explained that the experimental fuel additive left a residue on the brick which started burning and melting causing the silica-based mortar between individual bricks to flow, thus allowing the bricks to fall* — M.D.

Wheels and axles

Please be advised that the Great Northern W-class electric 5028 pictured on page 57 of your April '93 issue had a B-D+D-B wheel arrangement, rather than the 2-D+D-2 indicated. With all twelve axles powered, this

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JOHN J. COSTELLO
North Haven, Conn.

50 years of Santa

I well remember the first running of the Santa Claus train on the Clinchfield (February '92 issue). It was in the pre-dawn darkness of the Friday after Thanksgiving in 1943. I was working on the location survey for the Clinchfield's 15-mile Fremont Branch. I had stopped by the Fremont station to pick up the company mail as passenger train No.38 with office car No.1 was leaving. Santa Claus was on the rear platform waving and shouting "Merry Christmas." I noticed a group of children and adults groping around in the dark picking up objects from the track and roadbed. Upon entering the station I asked the agent what was going on out there. He replied, "That was the Santa Claus train."

I have observed this event as it grew over the years. When passenger service was discontinued in 1954, the special was operated from the rear of a local freight — not an attractive arrangement. Beginning in 1969 the train was operated as a special with Clinchfield's 1882 restored steamer No.1 as the motive power. It was then the event began to attract national attention. The No.1 was moved to the Baltimore museum in 1979 and thereafter the Santa Train was continued with diesel power.

The UP 3985 relettered Clinchfield 676 with the matched equipment was a beautiful sight. My efforts to follow and photograph the train from Dungannon to Speers Ferry, Va., were not too successful with highway traffic running bumper to bumper.

The 3985 was identical to Clinchfield's class E-3 locomotives 670-675 acquired off the Rio Grande in March 1943. We, too, had problems turning them on wye tracks in the beginning.

The 50th running of the Santa Claus train had a special meaning for me, and I congratulate Jim Wrinn for his excellent article covering the event.

However, there was a discouraging note with the otherwise delightful event. CSX would not permit a public excursion with the 676 while here. Repeated requests from the local Watauga Valley Chapter of the NRHS were denied.

J.A. GOFORTH
Erwin, Tenn.

Am-flowers and champagne

I read James Porterfield's column on Amcuisine in the February '93 issue with great interest as I am planning an 8000-mile Amtrak trip.

Since my companion is a first-time overnight traveler aboard Amtrak, my eyes lit up when I saw the last paragraph of the column suggesting flowers and champagne. Unfortunately, it isn't that simple. I talked to the lady at the "800" number and found out that they have to call the commissary or station and find out what is offered. She said every place is different and prices range from low to high, depending on point of departure, and that she wished there was a standard offering and package of choices to simplify the procedure for everyone. I decided that it would be simpler if I brought my own. Thanks.

BARRY L. STONE
Seattle, Wash.

✏ *I regret your experience with Amtrak's "flowers and champagne" service wasn't as smooth as I said it would be. I shared your disappointment with Pat Kelly, an Amtrak public affairs executive. She later called back to say that, in effect, you were given correct information, as far as it went. But Ms. Kelly and I agreed that the representative you spoke with inadvertently tried to talk you out of what is really a simple order. Yes, the representative had to learn your point of departure to determine which of the road's commissaries will provide the flowers and champagne. Yes, the price of the service may vary slightly (not from "low to high") depending on where the items are purchased (New York City*

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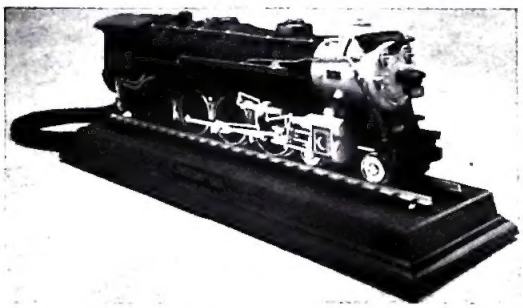

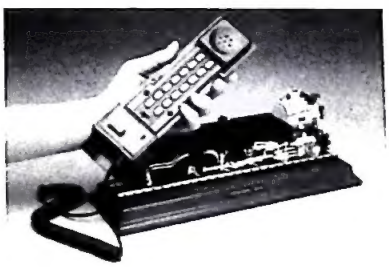

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prices are higher than Seattle prices, so this step could be saving you money). Yes, Amtrak will call you back with the price and to confirm the order. But that's all there is to it. Ms. Kelly also noted that your account was forwarded to the Package Express / Special Handling manager, who instructed everyone involved with the service of its correct and simple procedures. And, while I understand and appreciate your decision that it was simpler to just bring your own (this time), I was inspired to share news of the service by the romantic-nostalgic images I associated with arriving at my room to such a treat" — J.D.P.

Not the former-M&NA

Referring to your news piece in the March '93 issue, the Arkansas Midland line between Lexa and Helena, Arkansas, is not ex-M&NA. Only one or two industrial tracks and possibly a track near the depot downtown can be traced to the M&NA. The history of the line is that less than two miles of track just west of Helena was built in 1872 by the Arkansas Central Railway. The rest of the line was built in 1880 to 3'6" gauge by the Iron Mountain & Helena Railroad. It was standard gauged in 1881.

To keep your foot from entering further into your mouth, here is the rest of the lines' history.

The Hot Springs line was built from Malvern to Hot Springs in 1875 by the Hot Springs Railroad to 3' gauge. Known as the Diamond Jo Line, it eventually became part of the Choctaw, Oklahoma & Gulf (CRI&P). From Hot Springs to just west of town, the line was built by the Garland Western Railway in 1908. Several more miles were built in 1914 by the Memphis, Dallas & Gulf Railroad. The last leg on into Mountain Pine was built by the Missouri Pacific in 1927.

The Carlisle line is ex CRI&P and was the old main line between Memphis and Tuncumcari. By the way, most of this line is currently embargoed by the Arkansas Midland.

The Glenwood line also has a confusing history. From Gurdon to Okolona, the line was built to 3' gauge in 1885 by the Southwestern Arkansas & Indian Territory. It was standard gauged in 1891. In 1893, the SA&IT built the line on into Pike City Junction. In 1907, the Gurdon & Fort Smith Railroad built the line from Pike City Junction on up to Caddo Gap, just past the current end of track. For a bit of additional history, the line used to go further up to Womble and was built by the Gurdon & Fort Smith Northern Railway.

You will probably get lots of mail from down home about that M&NA slip.

BARTON JENNINGS
Knoxville, Tenn.

Indiana Southern GP40s

Concerning the news item in the March '93 issue about the Indiana Southern GP40s, I think I can help clarify the heritage of units 6599 and 6556. While 6599 was indeed ex-AEE No.1, it was *never* a Seaboard System engine as stated. She's ex-CSX 6599, nee B&O 4024. The 6556 is almost certainly ex-CSX 6556, nee-C&O 3781.

As an aside on 6556, I tried for over four years to photograph her before her 1992 retirement by CSX, as this was one of the last units left in C&O blue and yellow. I never succeeded though — it always seemed like I was out of film whenever 6556 showed up!

DARREN STRUBLE
Scottville, Mich.

Errors in the hood

Sorry, fellows, but, the EMD hood on Southeast Kansas Railroad RS3M 143 is not a GP7 by about four or five years. Production of GP7s ceased in May 1954 whereas the 143 was re-engined by EMD in 1959. The production of GP9s lasted between January '54 and December '59. Therefore, the 143 has a very late GP9 hood, or possibly a GP18 hood as they began production during December 1959.

As the old saying is "*Gotcha!*"

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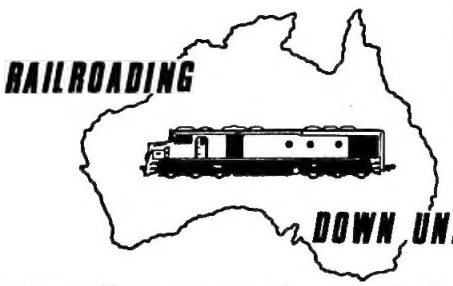

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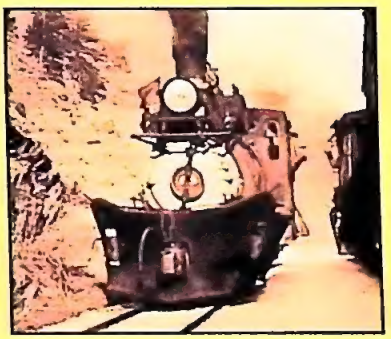

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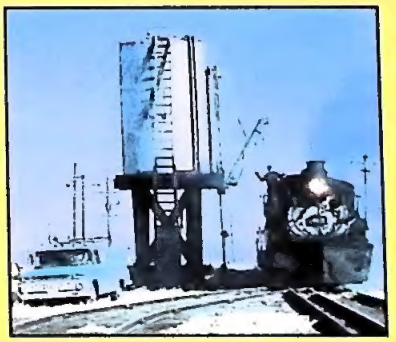

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spent many happy hours in Parsons, Kansas, watching 143 and her "Christine" sisters working the yards as well as pulling freights.

JAMES T. RUCKER
Houston, Tex.

"Stationage" collecting?

Your MARKERS column on aisleage collecting in the December '92 issue was fabulous, as I have been doing just that for quite some time. It's a nice way to get exercise while still railfanning.

In my eagerness to combine the sport of walking with railfanning, I also engage in "stationage" collecting. Much like aisleage collecting, it requires walking the length of every platform at a given station and entering as many rooms as possible (opposite sex rest rooms excluded!). Obviously, as with aisleaging, this is not for boorish slobs and others in our ranks who lack basic skills in human relations. Moreover, given the social problems in today's world, railfans lacking street smarts must never engage in this hobby as a sixth sense is necessary to hoof it on New York City subway platforms in Harlem, Bed-Sty, etc.!

Nevertheless, this has rewards which railfans and historians can appreciate. It is a pleasant surprise, for example, locating emblems and signs of long gone railroads such as the DL&W on some NJT stops. An extremely interesting discovery for me occurred in 1990 while walking the platforms in Oppeln, a German city now served by the Polish State Railroads (PKP). Although the German system (DR) has not served Oppeln since 1945, DR logos and wording are still evident on manhole covers, roofing, abutments, etc. Moreover, German nameboards remain visible on many stations in cities detached from Germany after WWII such as Wisch in Alsace-Lorraine.

JOHANN FINK
Brooklyn, N.Y.

Timetable

Listings in this column are published without charge and are run on a space-available basis at the editor's discretion. Policy is to run two consecutive issues per entry where appropriate. RAILFAN & RAILROAD accepts no responsibility for date or time errors or cancellations. Notices must be received by the 10th of the month, four months prior to the issue cover date (eg. January 10 for April issue). Each issue will be in circulation for the full month preceding its cover date (eg. April issue available during all of March).

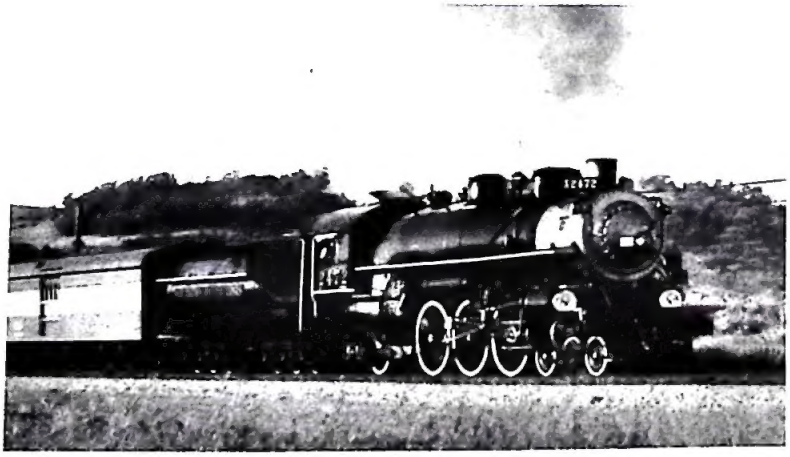
RAILFAN EVENTS

CANADIAN SUPER TOUR through April 24. Twenty trains on CN, CP, Algoma Central, BCR and ONR. Four transcontinental trips, Nova Scotia round trip, 2 mixed freights, 7 high-speed LRCs, northwoods RDC, 4 suburban systems, Toronto tower and trolleys, caboose and cab rides and more. $2993. Contact: T-Rail Train Tours, 803 Kanuga Drive, Palm Beach, FL 33401; 407/TEL-TRAK.

BLOOMINGTON, ILLINOIS, through May 1993. McLean County Historical Society's museum exhibit "What's that coming down the line? The Railroad in the American Mind." Also special events, photo contest, films and a concert. Exhibit open Monday through Saturday 10am-5pm, until 9pm on Tuesdays. Admission $2, Tuesdays free. Contact: Mike Matejka, McLean County Historical Society, 200 N. Main Street, Bloomington, IL 61701, 309/827-0428.

WHIPPANY, NEW JERSEY, April 3, 4 and 10. *Easter Bunny Express* will depart Whippany Railway Museum, Route 10 West & Whippany Road, 1, 2, 3 and 4pm for 45-minute, 10-mile round trip powered by Morristown & Erie Alcos. Adults $6, under 12 $3, babes in arms free. Ticket reservations strongly recom-

next month in RAILFAN & RAILROAD



• CONVENTIONAL WISDOM: What does it take to run a national railroad convention? Hal Lewis, the rail operations manager for the Central Coast Chapter NRHS, gives us an inside look at the 1992 San Jose NRHS National Convention from negotiations with the railroads to insurance and logistics. It's a different side of railfanning.

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mended. Contact: Whippany Railway Museum, P.O. Box 16, Whippany, NJ 07981-0016, 201-887-8177.

MIDDLETOWN, PENNSYLVANIA, April 3, 4 and 10. *Easter Bunny Express* on the Middletown & Hummelstown will depart Race Street Station at 10:30am and 1pm on April 3 and 10; and 1 and 3:30pm on April 4. Easter Bunny will ride each train and hand out candy-filled eggs to children 11 and younger. Adults $6, children $4. Reservations required. Contact: Middletown & Hummelstown Railroad, 136 Brown Street, Middletown, PA 17057; 717/944-4435.

NASHVILLE, TENNESSEE, April 17. Tennessee Central Railway Museum excursion to Watertown (90-mile round trip) offering rare mileage over ex-Tennessee Central main line. Contact: Terry Bebout, 709 N. Lake Circle, Brentwood, TN 37027-7844.

SILVER SPRING, MARYLAND, April 18. Trolley Car Spectacular from noon to 5pm at National Capital Trolley Museum, 1313 Bonifant Road (between Layhill Road and New Hampshire Avenue north of Wheaton) featuring 14 antique streetcars in operation or on display. Free admission to museum grounds; trolley rides through park $2 for adults, $1.50 for ages 2-18. Contact: National Capital Trolley Museum, P.O. Box 4007, Colesville Branch, Silver Spring, MD 20904-0007, 301/384-6088.

READING, PENNSYLVANIA, April 24. Anthracite Railroads Historical Society Spring Convention at Holiday Inn on 5th Street. Seminars, models, displays. Contact: ARHS, Reading Convention '93, P.O. Box 519, Lansdale, PA 19446.

PORTSMOUTH, OHIO, April 24-25. Greater Portsmouth Area Railroad Festival at Shawnee State Park Resort, 13 miles west of town on State Route 125, 10am-8pm Saturday, 10am-6pm Sunday. Contact: John Huffman, Glem Road, Route 5, Wheelersburg, OH 45694; 614/574-2082.

EAST TROY, WISCONSIN, April 26-27. 6th Annual Trolley Festival at East Troy Electric Railroad Museum. Operation of entire fleet of restored trolleys, locomotives, work cars, etc. plus films and videos. 13-mile round trip is the longest of its type in the country. Adults $10, ages 5-11 $6. Contact: Friends of East Troy Railroad Museum, P.O. Box 466, East Troy, WI 53120; 414/548-ETER.

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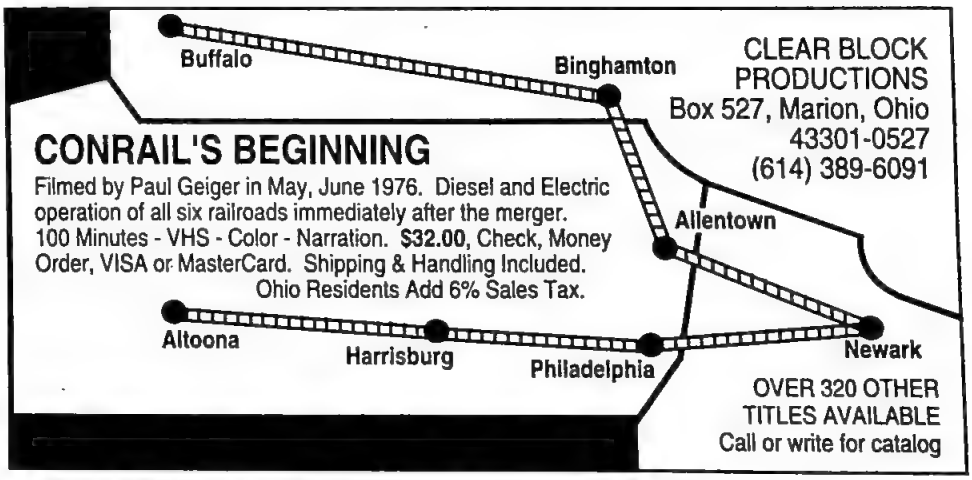

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April 30-May 3, Tacoma (Mt. Rainier Scenic Railfan Day). $699/$1395; with MRS steam excursion $799 $1595.

May 8-9, San Luis Obispo and Los Angeles. $129/$199 (S.L.O.); $199/$299 (L.A.).

NEWFOUNDLAND, NEW JERSEY, May 1. Restored NYS&W Budd RDC car M-1 will make rare-mileage trip across NYS&W's entire Southern Division main line, plus portions of Limecrest and Passaic industrial tracks. Photo stops en route. For details, send SASE to: NYS&W Technical & Historical Society, P.O. Box 272, Netcong, NJ 07857; or phone: 201/368-1955.

SNOW ON CUMBRES PASS May 8-9. Join video producer Greg Scholl for exciting series of freight movements on the Cumbres & Toltec Scenic Railroad's ex-D&RGW Cumbres Pass line with Rio Grande-painted Mikados fighting snowbound 4% grades. Saturday: two "Cumbres Turns" out of Chama with three locomotives hauling two sections, runbys in remote locations, $350. Sunday: engine move Chama to Cumbres, then pull freight Cumbres to Antonito, with runbys east of Cumbres, $250 (lunch provided). Buy both tickets and qualify for a rebate of $50 if both trains sell out. Contact: Greg Scholl, C&TS Charter, P.O. Box 123, Batavia, OH 45103, 513/732-0660.

DENVER, COLORADO, May 15. 40th Anniversary of Steam Excursions round trip to Laramie, Wyoming, via Sherman Hill. UP 4-6-6-4 3985, equipped with "elephant ear" smoke deflectors, will pull a 14-car consist re-creating a UP streamliner train with coaches, dome cars and lounge. Coach $155, dome $195. Send payment and LSASE to: Rocky Mountain Railroad Club c/o Hugh Alexander, 700 S. Elizabeth Street, Denver, CO 80209. Ticket information: 303/778-8954. General information: 303/431-4354.

CHICAGO, ILLINOIS, May 15. Railroad Club of Chicago trip on scheduled Metra/C&NW suburban service to Kenosha, Wisconsin, for dinner at The Station Restaurant (housed in former North Shore Line station). Depart Chicago 5:35pm, return 11:55. Fare of $30 includes round trip rail and shuttle transportation Chicago-Kenosha, plus dinner. Contact: RRCofC, P.O. Box 8292, Chicago, IL 60680; 708/251-2262.

WILMINGTON, DELAWARE, May 15. Transportation Day at the Wilmington Train Station. Railroad displays including Amtrak, SEPTA, Conrail, PRR and Wilmington & Western. Discount tickets available for WWRR trip on May 16 out of Greenbank Station. Contact: WWRR Info, P.O. Box 5787, Wilmington, DE 19808; 302/998-1930.

CHAMA, NEW MEXICO, May 22. Cumbres & Toltec Scenic mixed freight and passenger train to Big Horn and return with several photo runbys. Possible doubleheader if ticket sales warrant. $80.00 (includes box lunch). Contact: Friends of the C&TS, P.O. Box 222, Chama, NM 87520; 505/756-2554 or 303/226-0809.

CLEVELAND, OHIO, May 29-30. Central Electric Railfans' Association 4th annual Electric Railway Weekend commemorating 25th anniversary of rapid transit service to Hopkins International Airport. CERA will host trips to Trolleyville USA and a chartered rail excursion over the entire Cleveland Rapid Transit system. Fare of $40 for adults or $20 for children includes both trips and admission to membership program scheduled for Saturday night in downtown Cleveland. Contact: CERA, P.O. Box 503, Chicago, IL 60690.

THE OREGON TRAIL SPECIAL powered by UP 4-6-6-4 3985 will operate round trip Salt Lake City to Portland in segments shown below. Photo stops planned for each day. Through fares $650 coach, $850 vista dome coach, $950 premium. Other trips planned. Contact: Pacific Limited Group, P.O. Box 27081, Salt Lake City, UT 84127-0080; 800/444-3985.

May 29 Salt Lake City-Pocatello, **May 30** Pocatello-Boise, **May 31** Boise-Baker City.

June 1 layover Baker City, **June 2** Baker City-Pendleton, **June 3** Pendleton-Portland, **June 12** Portland-Hinkle, **June 13** Hinkle-Baker City, **June 14** Baker City-Boise, **June 15** Boise-Pocatello, **June 16** Pocatello-Salt Lake City.

GREENBANK, DELAWARE, May 31. Two 19-mile round trips on Wilmington & Western Railroad to Hockessin via Red Clay Creek Valley. Expect 4-4-0 No.98 to depart Greenbank Station (on Route 41 just north of Route 2, four miles southwest of Wilmington) at 10am and 1pm. For fares and information contact: WWRR, Box 5787, Wilmington, DE 19808; 302/998-1930.

NEW PORT RICHEY, FLORIDA, June 4-6. Electric Railway Clubs of Florida 8th Annual Florida Trolleymen's Meet at Elfers Senior Center, Barker & Grey streets. Movies, slides, swap tables, traction layouts and more. Registration $8. Send SASE to: Clem Heilen, 4810 Mirage Avenue, Holiday, FL 34690-5844; 813/937-3069.

CLEVELAND, OHIO, June 4 and 8. 2nd and 3rd *Playride Express* murder mystery train at Trolleyville U.S.A.. Includes train ride, dinner and at least three "murders." Contact: Carolyn Hassell, Playride Express c/o Trolleyville U.S.A., 7100 Columbia Road, Olmsted Township, OH 44138; 216/235-4725.

DILLSBORO, NORTH CAROLINA, June 5-6. North Carolina Transportation Museum charter trip covering entire length of Great Smoky Mountains Railway. Ride train one day with shuttle bus return, or ride train both days with overnight stay in Murphy. One day $65, both days $120. Price does not include accommodations or meals. Contact: NCTHC, GSMR Trip, P.O. Box 44, Spencer, NC 28159; 704/636-2889.

CEDAR RAPIDS, IOWA, June 6. Railroaders Reunion at Ushers Ferry Historic Village in Seminole Valley Park. Theme is "CB&Q: Everywhere West." Includes railroad swap meet, tables $5. Contact: Darrell Ferreter, 6201 Highview Drive SE, Cedar Rapids, IA 52403; 319/362-5646 evenings.

ALTOONA, PENNSYLVANIA, June 11-13. Bus trip from Middletown, New York, to visit Horseshoe Curve, Gallitzin, Allegheny Portage Railroad National Historic Site and special exhibits at Railroaders Memorial Museum. Museum executive director Peter Barton will conduct tour. For details contact: Ontario & Western Railway Historical Society c/o Hal Ripperger, 373 Garretson Avenue, Staten Island, NY 10305; 718/979-4064.

CHICAGO, ILLINOIS, June 12. Railroad Club of Chicago excursion to Illinois Railway Museum in Union aboard regularly scheduled Metra/C&NW suburban trains Chicago-Crystal Lake and charter bus beyond. Depart Chicago 8:30am, return 6:20pm. Fare $30, under 12 $15. Price includes unlimited rides at IRM. Contact: RRCofC, P.O. Box 8292, Chicago, IL 60680; 708/251-2262.

BOONE, NORTH CAROLINA, June 18-20. ET&WNC Historical Society 5th Annual Convention at Tweetsie Railroad. Right of way tours, banquet, admission to Tweetsie Railroad and

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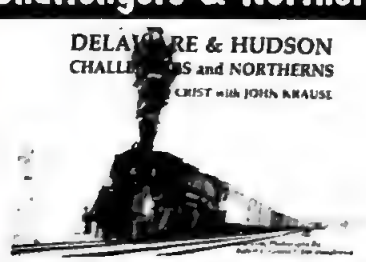

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model exhibits. For details contact. Johnny Graybeal, Rt.1, Box 332-H, Blowing Rock, NC 28605; 704/264-4758.

ALLAIRE, NEW JERSEY, June 20. Great Locomotive Chase Civil War Reenactment at Pine Creek Railroad in Allaire State Park, Route 524 in Wall Township, noon-4pm Simulated battle and two-train chase held hourly. Regular Pine Creek train runs on the half hour between each Civil War reenactment Can be viewed from train or battlefield. Park entry $3 per vehicle, train fare $1.50. For more information phone: 908/938-5524.

PORTSMOUTH, VIRGINIA, June 24-27. Norfolk & Western Historical Society 1993 Annual Convention at Portsmouth Waterfront Holiday Inn. Local facility tours, displays, banquet. Contact: Jerry Kay, 313 Plover Drive, Portsmouth, VA 23704, 804/397-1426.

BOSTON, MASSACHUSETTS, June 25-July 11. "Gold Nugget Special" Amtrak tour to the West including Denver, Las Vegas, Lake Mead and steam trips on the Grand Canyon Railway, Durango & Silverton and Cumbres & Toltec Scenic. From $1800 per person, double occupancy. Send SASE to: Mystic Valley Railway Society, P.O. Box 486, Hyde Park, MA 02136-0486 or phone: 617/361-4445.

CHAMA, NEW MEXICO, June 26-27. Annual Jim Trowbridge Photo Freight Train two-day round trip excursion to Antonito, Colorado, on Cumbres & Toltec Scenic Railroad. Re-creation of Rio Grande 1940s freight. Limited space. Fare $500. Contact: Jim Trowbridge, 502 So. Cody Street, Lakewood, CO 80226; 303/988-2267.

CONTINUING OPERATIONS

R&R TIMETABLE is limited by space to listing special events, main line excursions and operations of special interest (noteworthy motive power, off-season schedules, etc.). For a full listing of the regularly scheduled tourist railroads and operating museums in the U.S. and Canada, we recommend the ***Steam Passenger Service Directory***, published by *Great Eastern Publishing*, P.O. Box 599, Richmond, VT 05477 (802/434-2351) and available for $9.95 plus $2.50 shipping & handling (Vermont res. add 4% tax). This excellent directory, updated every year, lists days of operation, train schedules and equipment as well as giving addresses and phone numbers of over 300 rail attractions. The 1993 (28th annual) edition will be available in April 1993.

INTERNATIONAL TOURS

TEFS LIMITED, 189 Spring Beauty Drive, Lawrenceville, NJ 08648, is sponsoring the following tours:

South China, May 15-31, seaside and mountain steam.

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Zimbabwe & Zambia, July 24-August 7, famous ZimZam Garratt Steam Safari.

Ukraine, September 18-26, steam to Carpathian Mountains in autumn color.

TRAINS UNLIMITED TOURS, P.O. Box 1997, Portola, CA 96122; (916/836-1745) is sponsoring the following tours:

Devil's Nose Spectacular, June 26-July 2. Hardcore railfans photo study of Ecuador's Guayaquil & Quito; Baldwin steam in the Andes. From $1695.

Steam in the Andes, August 14-27. Tour of entire Guayaquil & Quito Railroad with 11 trains, 7 with Baldwin steam. From $2745.

RAILROADIANA MEETS

EMPORIA, KANSAS, April 3. Kansas Central Division Train Meet at Emporia State University Memorial Union, 9am-3pm. Admission $3. Contact: Ted Fuller, R.R. 1, Box 258-A, Emporia, KS 66801; 316/342-3758.

GREAT AMERICAN TRAIN SHOW will be held 12-5pm on the following dates. Adults $5, under 12 free with adult. For information phone GATS Limited, 708/834-0652.

April 3-4, Dayton, Ohio. Dayton Convention Center, 22 East Fifth Street.

April 3-4, Phoenix, Arizona. Arizona State Fairgrounds, 1826 West McDowell Road.

April 17-18, Louisville, Kentucky. Commonwealth Convention Center, 221 Fourth Avenue.

April 24-25, St. Paul, Minnesota. St. Paul Civic Center at I.A. O'Shaughnessy Plaza.

GREENBERG'S Great Train, Dollhouse & Toy Show will be held at the following locations on dates listed 11am-5pm. Admission 1992 Shows: $5 adult, under 12 free with adult. Admission 1993 Shows: $5 adult, $2 children 6-12. Contact: Greenberg Shows, 7566 Main Street, Sykesville, MD 21784; 410/795-7447.

Wilmington, Massachusetts, April 3-4. Shriner's Auditorium.

Burke, Virginia, April 3-4. Lake Braddock High School (Sunday 1-5pm).

Hempstead, New York, May 8-9. Hofstra University Physical Fitness Center.

Kenner, Louisiana, June 19-20. Ponchartrain Center.

Charlotte, North Carolina, June 26-27. Metrolina Expo.

KINGSTON, ONTARIO, April 3-4. 4th Annual Rail-O-Rama at Portsmouth Olympic Harbour, 54 Yonge Street, 11am-5pm. Adults $3, seniors $2, children $1. Contact: Gary Haggart, 109 Fairview Road, Kingston, Ontario, Canada K7M 3B2; 613/548-3294.

CLASSIC TRAINS & EXHIBITIONS will host its train show at the following locations on dates shown. Admission $2, under 13 free, tables $15-20. For more information contact Jon Emil Ulbright and Glenn Groff, 3385 Brigadoon Circle SW, Dalton, OH 44618

Pittsburgh, Pennsylvania, April 4. Sheraton Inn Pittsburgh North, 910 Sheraton Drive North

Massillon, Ohio, April 18. Massillon Knights of Columbus Hall on Cherry Road NW

Youngstown, Ohio, April 25. Holiday Inn Metro Plex Centre, I-80 & Belmont Avenue

Greensburg, Pennsylvania, May 2. Mountain View Inn, 1001 Village Drive

Akron, Ohio, May 16. Tadmor Temple, 3000 Krebs Drive.

GREAT MIDWEST TRAIN SHOW will be held 10am-4pm on the following dates. Adults $4, under 12 free with adult. Contact: GATS Ltd., P.O. Box 1745 Lombard, IL 60148, 708/834-0653.

Wheaton, Illinois, April 4, May 2, June 6. DuPage County Fairgrounds, County Farm Road & Manchester.

MILAN, OHIO, April 4. Vietnam Veterans of America Chapter 322 5th Annual Train Show & Swap Meet at Ehove Career Center, 316 W. Mason Road, 10am-4pm. Adults $2, 12 and under free. Contact: Dave Ballard, 23 Pearl Street, Norwalk, OH 44857; 419/668-2064.

WILLIMANTIC, CONNECTICUT, April 4. Connecticut Eastern Chapter NRHS Railroad Show at Windham High School, 355 High Street, 10am-3pm. Admission $3, under 12 free. Contact: Bill Breadheft, 55 Wales Road, Andover, CT 06232-1221; 203/742-8339.

LIVINGSTON, MONTANA, April 17. 3rd Railroad Swap Meet at NP Depot, 10am-4pm. Admission $1, under 10 free. Contact: Cynthia Moses Nesmith, Livingston Depot Center, Box 1319, Livingston, MT 59047; 406/222-2300. Great railfanning on MRL at nearby Bozeman Pass.

HELENA, MONTANA, April 18. 13th Annual Helena Railroad Fair at Helena Civic Center, 9:30am-4pm. Admission $1, under 12 free. Contact: Bob Solomon, 161 Fairway Drive, Helena, MT 59601; 406/442-6118. Great railfanning on MRL at nearby Mullan Pass.

MANTECA, CALIFORNIA, April 18. Tidewater Southern Railway Historical Society Train Show & Swap Meet at Manteca Senior Center, 295 Cherry Lane, 10am-5pm. Admission $2, seniors $1, under 12 free. Contact: Ben Cantu, Box 1283, Manteca, CA 95336; 209/823-3002.

BATAVIA, NEW YORK, April 18. Train Meet at Sheraton Batavia, 8250 Park Road (N.Y. State Thruway Exit 48), 9:30am-3pm. Admission $3, under 18 $1. Food, door prizes, operating layouts, videos. Contact: Max Stell, 8030 Lewiston Road, Batavia, NY 14020; 716/343-9472.

CAROLINA HOBBY EXPO, 3452 Odell School Road, Concord, NC 28027 (704/786-8373) will host the following train & hobby shows on dates shown. Admission $3, 12 and under free.

Asheville, North Carolina, April 24, National Guard Armory, Exit 47 off I-40.

Fayetteville, North Carolina, May 1, Charlie Rose Expo Center off Highway 301 South.

DUNDAS, ONTARIO, April 24. Hobbyfest Train and Hobby Show & Sale at St. Paul's United Church, Cross & Park streets. Adults $2, under 12 free. Contact: Merton Hambly, 416/627-0038; Bob Amm, 416/628-8311 or Bob Nixon, 416/627-5374.

LOCKPORT, NEW YORK, April 24-25. 7th Annual Railroad Showcase 1993, 10am-5pm Saturday, 10am-4pm Sunday. Railroadiana, films, live steamers, operating models and more. Tables available. Contact: RRSC '93 c/o Bob Fogle, 26 Cherry Street, Lockport, NY 14094; 716/434-0213.

WICHITA, KANSAS, April 24-25. Air Capital Train Show & Swap Meet at Century II Exhibition Hall, 9am-5pm Saturday, noon-4pm Sunday. One day $4, both days $6, advance admission both days $5. Contact: John Deck, P.O. Box 20964, Wichita, KS 67208; 316/263-0944.

LITTLE ROCK, ARKANSAS, May 1. 14th Annual Railroad Antiques and Collectibles Show & Sale at Arkansas State Fairgrounds Hall of Industry, 9am-5pm. Over 100 tables including railroadiana and model trains. Admission $2, tables $20. Contact: Arkansas Railroad Club Show, P.O. Box 9151, North Little Rock, AR 72119; 501/753-4582 before 9pm Central Time.

WALLINGFORD, CONNECTICUT, May 2. New York, New Haven & Hartford Toy and Train Meet at Zandri's Stillwood Inn, 1074 South Colony Road, U.S. Route 5, Exit 13 off I-91, 9am-2pm. Admission $2. Contact: Mike Martino, P.O. Box 9131, New Haven, CT 06532; 203/469-9048.

WINSLOW, NEW JERSEY, May 2. Winslow Junction Scale Train & Railroadiana Meet at Winslow Fire Hall, Hall and Hay Streets, 10am-3pm. Admission $3, family $5. 150 passes issued for free caboose ride on Southern R.R. of N.J. (passes issued only to advance reservations at $3 per person rate; no family rate for passes). Contact: Bill Powell, 306 Broad St., Williamstown, NJ 08094; 609/728-1327 until 9pm.

ROANOKE, VIRGINIA, May 8. 3rd Annual Spring Railfair at National Guard Armory, 10am-4pm. Over 100 tables of railroadiana, collectibles and models. Admission $4, ages 3-12 $1, under 3 free. Contact: Virginia Museum of Transportation, 303 Norfolk Avenue, Roanoke, VA 24016; 703/342-5670.

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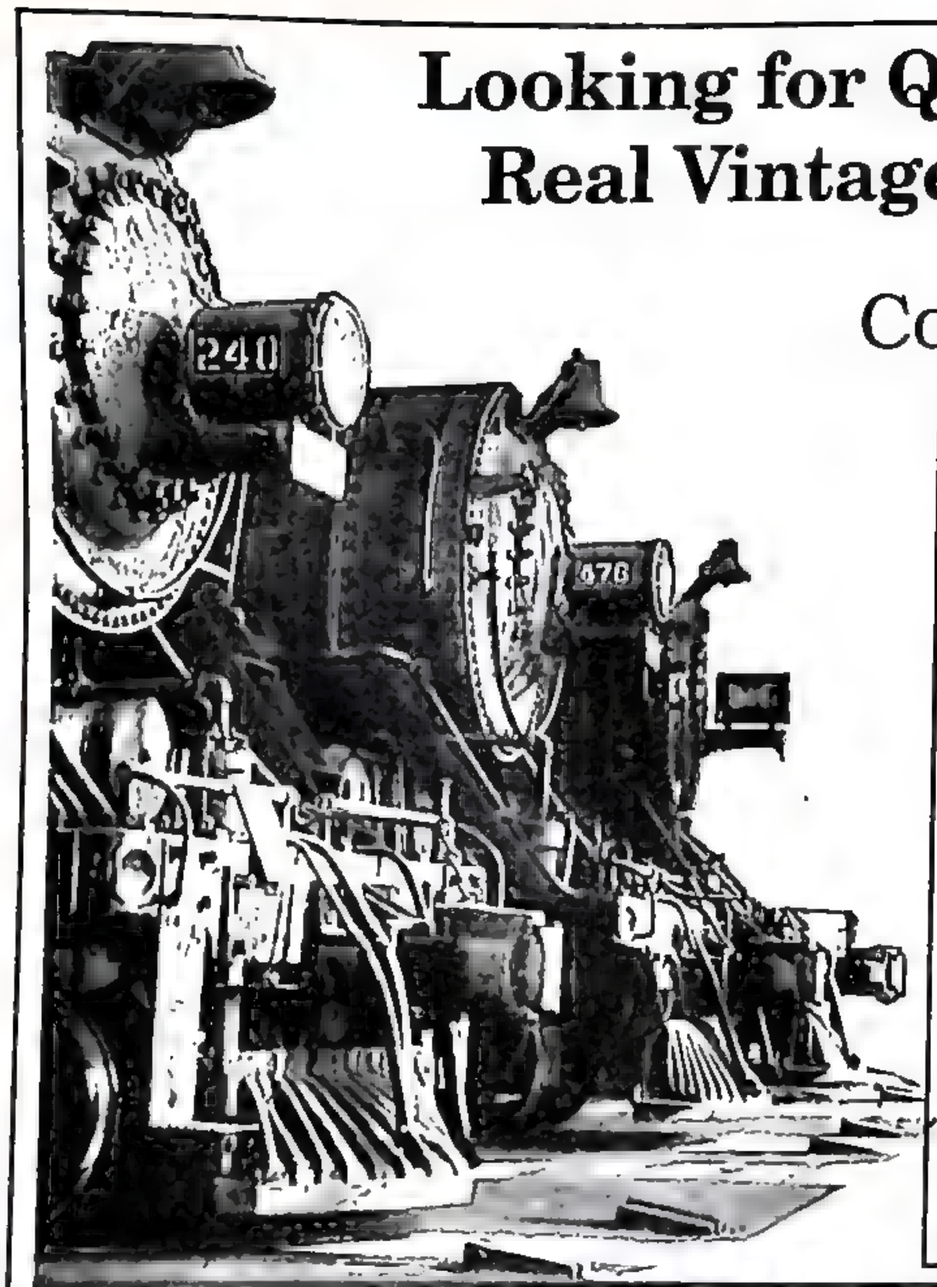

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NEWTON (WABAN), MASSACHUSETTS, May 14. Collectors Night & Model Railroad Show at Union Church, Waban and Collins streets, 7-10pm. Admission $1. Contact: Kevin Farrell c/o Boston Chapter NRHS, P.O. Box 252, Newtown Branch, Boston, MA 02258; 508/663-8464 7-10pm.

DENVER, COLORADO, May 22. 3rd Annual Denver Railroad Memorabilia Show & Sale at Denver Merchandise Mart, I-25 & 58th Avenue, 10am-5pm. Admission $15, tables $35. Contact: Golden Spike Enterprises, 3106 N. Rochester Street, Arlington, VA 22213; 703/536-2954.

FRANKLIN SQUARE, NEW YORK, May 23. R.R. Lines Train Show at VFW Hall, 68 Lincoln Road, 9am-1pm. Admission $3, under 12 free with adult. Contact: Rae Romano, 237 RinTin Street, Franklin, NY 11010; 516/775-4801

STROUDSBURG, PENNSYLVANIA, May 29. Spring Pocono Train Show at Stroudsburg High School, 1100 West Main Street (Exit 48 off I-80), 9am-2pm. Adults $3, family maximum $5, under 12 free. Contact: Pocono Chapter NRHS c/o John Lutz, 39 Kinney Avenue, Mount Pocono, PA 18344; 717/839-7465.

PARSIPPANY, NEW JERSEY, June 6. Spring '93 Sell & Swap at Parsippany P.A.L., 33 Baldwin Road (just south of Route 46 at Baldwin Road, one mile east of I-287), 9am-3pm. Wide variety of railroadiana, maps, photos, models and more, plus rail author David Sweetland, Conrail and Amtrak displays, operating layouts and more. Food available on the premises and nearby. Adults $4, children and seniors $3, family maximum $6. Contact: Tri-State Railway Historical Society, P.O. Box 1217, Morristown, NJ 07962-1217; 201/488-5429.

CEDAR RAPIDS, IOWA, June 6. Railroaders Reunion & Railroad Swap Meet at Ushers Ferry Historic Village in Seminole Valley Park. Theme is "CB&Q: Everywhere West." Tables $5. Contact: Darrell Ferreter, 6201 Highview Drive SE, Cedar Rapids, IA 52403; 319/362-5646 evenings.

OMAHA, NEBRASKA, June 13. Nebraska-Iowa Railroaders Club Annual Train Show & Swap Meet at Holiday Inn, 72nd & Grover, 9am-2pm. Contact: Larry Wiles, 1222 First Avenue, Nebraska City, NE 68410-2320.

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Videos

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New Arrivals

A series of vintage productions is being introduced by Mark I Video, P.O. Box 404, New Milford, NJ 07646, and two of the first offerings should be a hit with the Eastern fans. First, **"Memories of the New Haven Railroad"** consists of mostly color and some black & white footage depicting steam and quite of bit of the diesel roster. The show begins in the New York City area and works its way east with runbys of freight and passenger trains through New Haven to Boston, but by far most of the coverage is in the New York area. The show winds up with a 1937 dutch-door view of the line that begins at Mott Haven and runs well into Connecticut. Nearly all of the first and second generation power is presented, as are the electric locomotives and even the *Roger Williams* RDC trainset. One of Mark I's strongest abilities is in restoring old film and re-creating accurate dubbed sound, and this tape follows in the tradition. Most of the footage appears to be 8mm, and most of it is of high quality. 30 minutes, $24.95 plus $5.00 shipping (N.J. res. add 6% sales tax).

A second vintage offering from Mark I is **"Ferryboats, Car Floats and Liners,"** which is a fascinating look at the water traffic on the Hudson River between New York City and New Jersey. The show opens with cargo ships and luxury liners like the *Queen Elizabeth* and *Queen Mary* and then continues to a tremendous collection of railroad ferries, tugboats, lighters and car floats. The offerings here are quite colorful, including the tan ferry boats of the Lackawanna and the jade green tugs of the New York Central. The Erie, Pennsy and Jersey Central are also here in the form of tugs and ferry boats, and there is a lengthy sequence of New York Central car float operations during the early 1960s which really depicts the handling of freight cars around such an operation. The tape wraps up with a black & white segment on tug operation from the "Book of Knowledge" film series. The audio is expertly recreated, and most of the rail-oriented footage seems to be 8mm, shot mostly from other boats. Much of the freighter and luxury footage was professionally shot on 16mm. 30 minutes, $24.95 plus $5.00 shipping (N.J. res. add 6% sales tax).

Vintage films from Moviecraft

Quite a while ago a large box of eight tapes appeared here for review from Moviecraft, Box 438, Orland Park, IL 60462; 708/460-9099. Wanting to review them all at once, they sat waiting for the time to view the group. Not one blessed with much free time, I managed to look at none of them. A couple of weeks ago I was feeling a little nostalgic and popped one of these tapes into the VCR. I quickly realized that I had done the R&R

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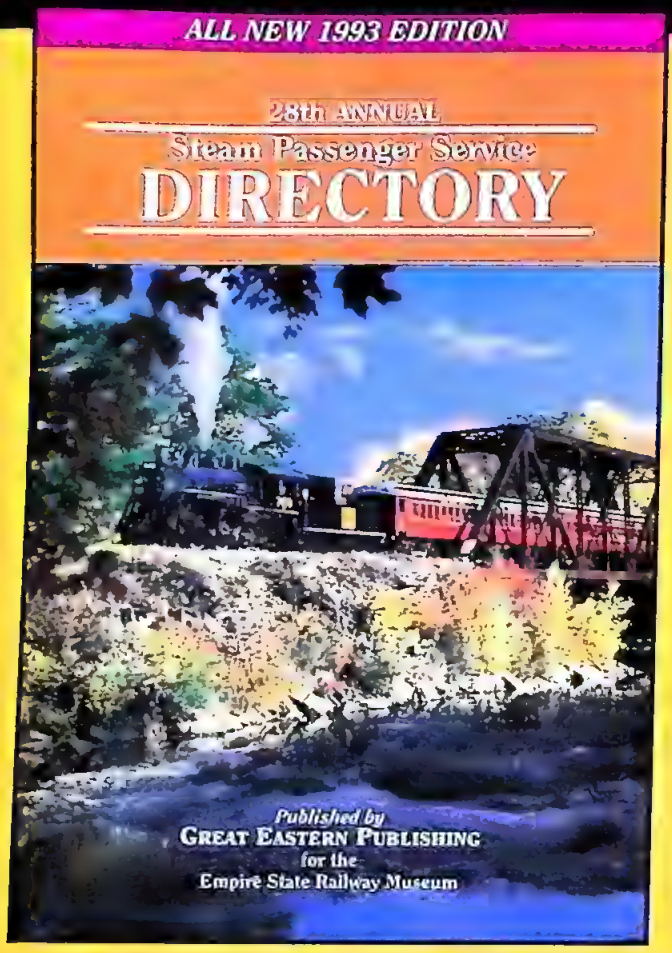

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readers a disservice by not looking at them sooner — these programs are great!

Moviecraft is a Chicago-area stock film house that specializes in old, hard-to-find films, and the collection spans primarily from the silent era to the 1960s. The company is owned and operated by Larry Urbanski and his wife Nancy, who are also railfans, and they have assembled a series of roughly one-hour collections of old railroad films which are being offered as part of Moviecraft's **"TV's Magic Memories"** series. The selections on each tape are generally related in some way, either by common railroad, subject or geographic area — some of the films were produced by the railroad themselves and some by Hollywood. The "plots" range from safety and training films to general public relations-type efforts. Among the titles reviewed here include "Western Railroad Memories" featuring a pair of safety films each from the Santa Fe and Southern Pacific from the mid-1940s, mostly in color. A couple of tapes "Them Thar Trains #1" and "Them Thar Trains #2" contain more glory-era safety films in color from the Nickel Plate Road, Missouri Pacific, Great Northern and Pennsy. The "Chicago & North Western Railroad Memories" cassette contains a fine pair of C&NW films: the 1948 "Song of the Pioneer" and the 1956 "Service to Shippers" (actually, the latter title is a little tedious). Other collections include "Super Santa Fe Selections" containing "Play It Safe," "Wheat" and the 1948 *"Super Chief,"* and "Eastern Railroad Memories" with the New York Central's 1944 black & white "The Steam Locomotive," the AAR's 1945 "Whistles in the Night" and a 1948 color SAL film "Seaboard: New Horizons" (lots of citrus-painted E-unit action here). And what railroad film collection would be complete without Union Pacific's color "Last of the Giants?" It is combined with UP's 1950 "The Human Side" on "Union Pacific Memories."

On all of Moviecraft's tapes, the transfer to video is very good, and the films are presented unchanged, save for a typewritten title screen at the beginning of some. The price for the roughly one-hour programs is $24.95 each plus $3.50 shipping per order (Ill., res. add 7% sales tax), and Moviecraft has a catalogue list of other collections, railroad and otherwise, including wartime collections, silent films, early television shows (Bob Hope, George Goble, Shirley Temple, etc.) and much more. All tapes are available in VHS or BETA, and Moviecraft accepts VISA, MasterCard and American Express. Write for a free catalogue.

The availability of the Moviecraft films is a real boon to the railfan and other nostalgic types. The variety of equipment shown in the railroad films alone make the tapes worth the price. Most of the above programs feature both steam and diesel power, and the rolling stock is right at the transition of brake clubs and hand signals, to the Ajax power brake wheels and radios. Being a fan of older freight cars, I got a big kick out of learning the right and wrong way to operate a "stem winder" brake, where to ride on top of a car, what to do when hit in the head with a tell-tale and the proper way to ride the footboard-pilot of a steam locomotive. And it's surprising to learn how many of the steam-era traditions are still practiced today. These Moviecraft collections are certainly worthwhile investments of money and time — M.D.

Feature review

"3751 - Los Angeles to Chicago," produced by Greg Scholl Productions, P.O. Box 123, Batavia, OH 45103, VHS or BETA, VISA and MasterCard accepted, 90 minutes, $34.95 plus $3.00 shipping (Ohio res. add 6% sales tax).

An old maxim says, "You can't have your cake and eat it too," and there are those who say this can apply to some contemporary main line steam operations. The good news can be, "yes, a rare beast we never thought would run has been exquisitely rehabilitated," while the bad news might be, "unfortunately,

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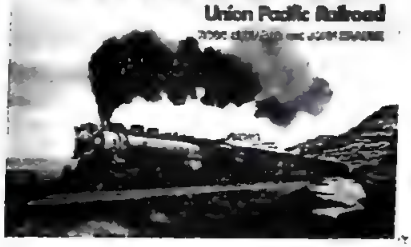

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due to certain operating constraints and to conserve water, it has to be pushed along with diesels." Such is the case with the AT&SF 4-8-4 3751, its Phoenix ascent, history and maiden outing covered extensively in the April '92 R&R. For nearly three weeks during September 1992, AT&SF 4-8-4 3751 made an epic trip from Los Angeles to the Topeka Railroad Days and on to Chicago for a one-day display; then back to L.A. The scope of this feat was minimally covered in the railfan press. However, the intrepid Greg Scholl teamed up with Les Jarrett of Railway Productions to cover the entire eastbound move to Chicago. Whew! I've never been on a chase involving two oil changes and endless 70 m.p.h. train running. Let's see how they did covering the doubleheader of Santa Fe 3751 and 844 (a General Electric Dash 8-40CW) with two other Dash-8s pulling a timeless AT&SF stainless consist — dubbed the "Employee Recognition Train" by the railroad.

For 90 minutes we see a continuous stream of well over 100 scenes and runpasts in varying lighting and scenic locations. As the 3751 was generally planned to "work and smoke" only arriving and departing station stops, we see a fair amount of smoke and performance, much of which occurred at classic structures that you wouldn't normally see in person unless you made a special outback trip (eg.: panhandle Texas). Through luck and chasing skill, we also get some very, very good working/smoking sequences out on the main line as well, including meets with Santa Fe "super freights." There are servicing views, early morning and late evening glint-light shots, large bridges and river crossings, plus coverage of a fair number of AT&SF display locomotives in on-line towns en route, including 4-8-4s 3759 at Kingman, Ariz., and 3463 at Topeka. One live engine encountered was Grand Canyon Railway 2-8-0 18 which posed for an over-and-under at Williams, Ariz., under cloudy skies. Overall, the weather was generally very sunny, with some fog adding to the variety in the east. The transition in geography and topography from west to east is quite educational, too.

The video is shot with current technology equipment, although there are some minor variations between cameras in color and sharpness, particularly the few low light scenes. The stereo sound is fine, but you will either love or hate 3751's often-played whistle after a half-hour. Locations vary from head-on, to overhead, to pans, to wedges to scenic compositions to yard-and-station scenes filled with people and the usual town clutter. Crew members, including those dressed in Harvey Girl costumes, make cameo appearances. Short, young men with their noses pressed against the *William Barstow Strong*'s plate glass windows I suspect are not AT&SF vice presidents. Probably about half the time the engine doesn't work or smoke, but the balance of the time the action is pretty stirring, with an every-so-often "damn, I wish I was there" shot. There is fast and slow running, signals of every variety including semaphores, single and double track running, and little deviation from the hard-core action. The maps used to highlight the route and dates of the run are first-rate graphics. The narration, which describes not only the route but a little of its historical operations in the context of the 4-8-4s is informative and straight forward. The jacket cover photo exiting Abo Canyon by New Zealander Reid McNaught rounds out what has to be the most extensive — and the only full-distance — coverage of this operation in the video industry. (The Houlihan's Curve scene depicted in MARKERS is not on this tape — M.D.)

This event was almost like a tree falling in the forest that no-one heard — did it actually happen? If you wonder what a Santa Fe 4-8-4 streaking two-thirds-of-the-way across the country looked like back in steam days, this is as close as you'll get. If it never does this again, well, almost all of us should kick each other for having missed it, diesels or not. At least here you can see what happened and use the tape to plan any future foray, should the opportunity present itself.

Hard-core, contemporary steam runby fans, students of the AT&SF railroad and 3751 and AT&SF employees who would like a souvenir of the entire trip from a railfan's perspective should not be disappointed with this tape. Kudos to Greg and Les for keeping up and doing about as well as any two humans could on a chase of this magnitude — TOM KELCEC.

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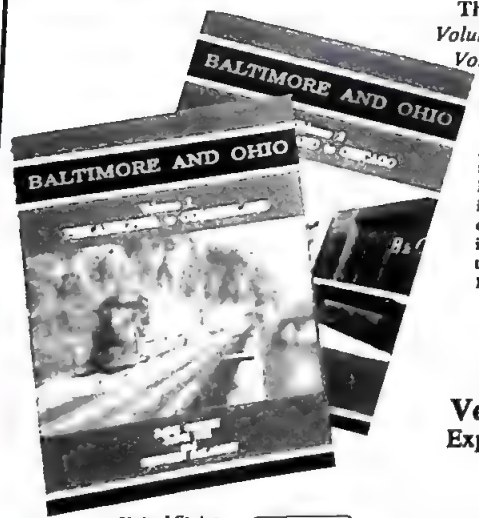

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The C&O began as the Louisa Railroad in central Virginia in 1836, became the Virginia Central in 1850, was important in the Civil War, built across West Virginia in 1873, and in the period 1890-1920 became the world's largest originator of bituminous coal. C&O became the cornerstone of the Van Sweringen railroad empire (C&O, NKP, PM, HV, Erie) of the 1920s. The Hocking Valley (wholly within Ohio) was absorbed in 1930 and the Pere Marquette (in Michigan and Ontario) in 1947. The modern C&O took control of the B&O in 1963, and became Chessie System in 1973, untimately joining with Seaboard System (L&N, SAL, ACL, CRR) to form CSX, in 1981.

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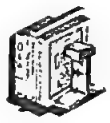

What's New?

Two new books from TLC Publishing take a look back at some classic Appalachian railroading. *The Virginian Era* by Lloyd Lewis ($14.95 plus $2.00 shipping) is a 60-page 8½"×11" softcover "pictorial remembrance" of the 400-mile road that conveyed West Virginia coal to the Atlantic seaport of Norfolk, Virginia, for nearly 60 years before merging into Norfolk & Western in 1959. After a four-page capsule history on the Virginian the book offers page after page of excellent black & white photos, most of which are described in paragraph-length captions. Beginning at tidewater with steam and Fairbanks-Morse diesels, the coverage marches west into the mountains, quickly embarking upon the 134 miles of electrified trackage for which the Virginian is most remembered. There are roster shots of VGN rolling stock, a system map and grade profile and a detail map of the West Virginia coalfields where VGN branches tapped no less than 55 different mines. On the front cover is a gorgeous color painting by Andrew Harmantas depicting a 2-8-8-2 leading coal up the 2.02% at Oak Hill Junction while an FM Train Master waits to come off the White Oak Branch with its own cut of loaded hoppers. The author, Lloyd Lewis, is no stranger to the area around the "Mullens motor barn," as he grew up in Princeton, W.Va., where his father worked for the Virginian as its last Supervisor of Telegraph & Signals.

The Chesapeake & Ohio in Color — 1950-1975 by Thomas Dixon, Jr., (29.95 plus $2.50 shipping) is an 86-page 8½"×11" horizontal format softcover very similar in style to TLC's Virginian book, except the 180 photos of first-generation C&O diesels (plus a smattering of steam) are all printed in color. Eugene Huddleston and a number of other veteran C&O photographers show us GP7s and 9s on the James River Subdivision, a quartet of U25Bs with coal loads framed between Mann's Tunnel and Fort Spring Tunnel, F7s coming off the enormous Limeville Bridge and much more. Despite their age, most of the photos are reproduced sharp and with accurate color. Both books are available from TLC Publishing, Route 4, Box 154, Lynchburg, VA 24503-9711.

Rocky Mountain Timetable

The latest release in the line of Railfan Timetables from Altamont Press is the 68-page *Rocky Mountain Region Timetable No.1*, which covers Colorado, Utah and Nevada. Since 1990, Altamont Press has been producing these excellent railfan versions of railroad employee timetables, and this edition incorporates several improvements and added features over its predecessors. In a slim 4"×11" vertical format like most railroad timetables (making it easy to stow in your camera bag, back pocket or vehicle glove compartment) it contains timetable route graphs for Rio Grande, SP, UP, BN, Santa Fe and Utah Railway lines in the coverage area. These graphs take the latest information from existing employee timetables and other sources and present it all in Altamont's super-organized format. Each table for a particular subdivision lists old or abandoned station names in light type along with the current stations in bold type, and listed in proper location between stations are any talking defect detectors. Other adjacent columns show passenger and freight speed limits between stations, plus mileposts, siding capacities, DTC block limits, etc.

Below each table are listings for tunnels by name and/or number (including their milepost location and length), any defect detectors (by milepost location) which are "non talkers" or which talk on defect only, helper districts, radio frequencies and more. A more concise, four-page table of frequencies is provided in the back of the book, covering the big roads mentioned above plus Amtrak, short lines, industrials, tourist outfits, NOAA weather stations and more. Likewise, there are complete locomotive rosters for railroads in Colorado, Utah and Nevada, as well as train symbol lists for SP/Rio Grande, UP, BN and Santa Fe. A centerspread map of the three states helps in figuring out the overall lay of the lines, but you'll need your own maps to actually explore the area.

These Railfan Timetables provide a tremendous service. For one low price, you get all the latest employee timetable data for a vast region, plus a wealth of scanner and roster information, compiled in a single, handy booklet. They come with a Passenger Supplement insert sheet listing the current schedules for Amtrak and other intercity passenger services. When these carriers issue their new schedules twice a year, Altamont Press mails you a revised Passenger Supplement to slip into your Railfan Timetable.

The *Rocky Mountain Region Timetable* sells for $12.00 plus $1.25 shipping from Altamont Press, P.O. Box 754-V, Modesto, CA 95353.

Calendar Call

Classic steam images dominate the all-color 11¾"×18" "Canadian Railway Scenes 1993 Colour Calendar" with subjects like CPR Royal Hudson 2863 in its stainless steel jacketing; a CP 4-6-2 in the gloom and snow of winter at Jackman, Maine; a CNR 2-8-2 roaring out of Portage la Prairie and a perfectly-lit CPR G3 4-6-2 rolling company boxcars across the wide open Manitoba plain. There are diesels, too, from a CP GP9, F7B and H16-44 pulling the movie consist for filming of 1973's *The National Dream* to modern red Geeps and SDs at the roundhouse in Cranbrook, British Columbia. It sells for $9.95 plus $2.50 shipping (Canadians add 7% GST, B.C. res. add 6% tax) from Canadian Caboose Press, Box 844, Skookumchuck, BC V0B 2E0.

From the Mid-Continent Railway Historical Society comes the "Whistle on the Wind 1993 Steam Calendar," measuring 12"×18" with a color cover shot of C&NW 4-6-0 1385 and train crossing the Wisconsin River at Merrimac, Wisconsin. Inside are nicely printed black & white photos recalling decades of railroading and restoration in and around the society's home at Mid-Continent Railway Museum in southern Wisconsin. Scenes from the 1960s and '70s show some of the earliest excursions with Dardanelle &

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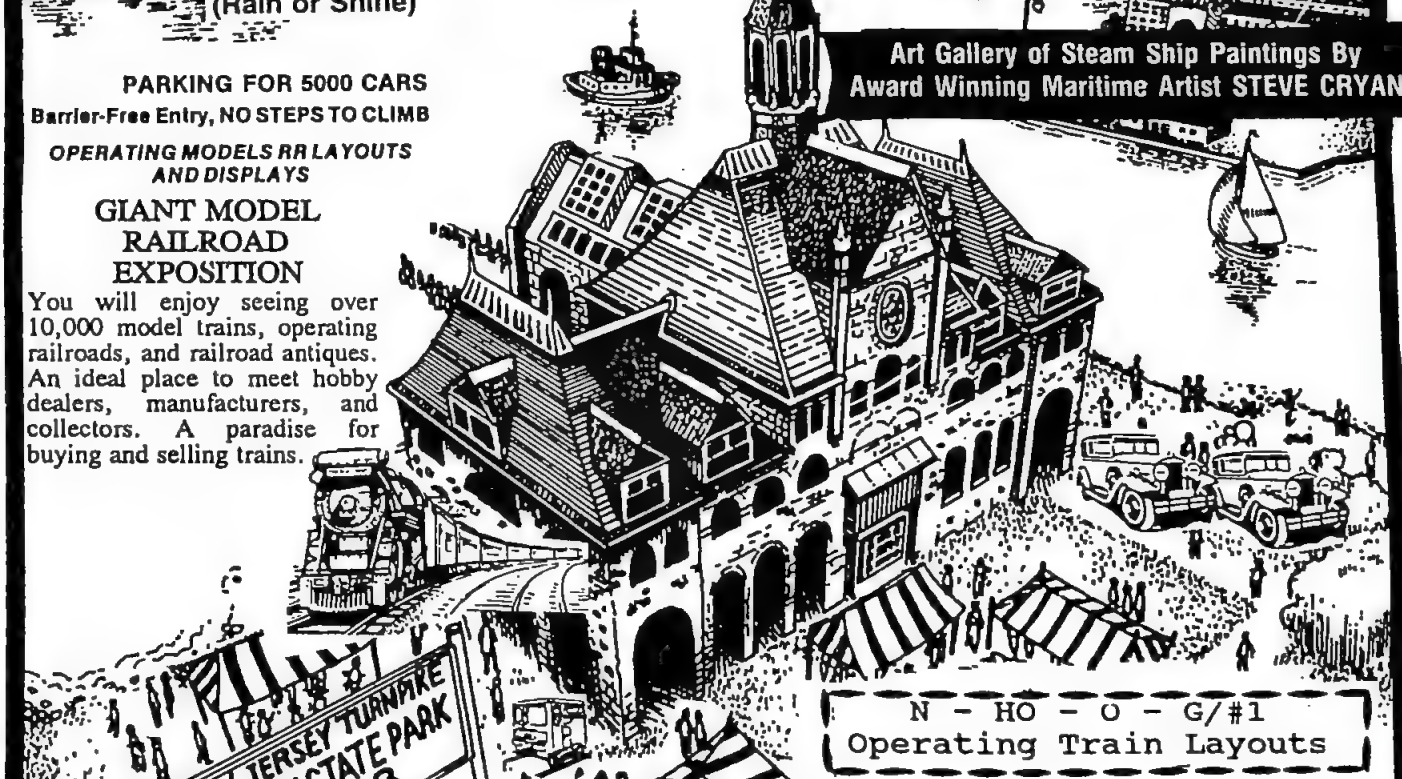

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Russellville 2-6-0 No.9 and Warren & Ouachita Valley 4-6-0 No.1, while those from the 1980s and '90s show C&NW 4-6-0 1385 departing Chicago and Western Coal & Coke 4-6-0 No.1 heading up freight on a winter night. It sells for $7.95 plus $1.50 postage (Wisc. res. add 5% tax) from Mid-Continent, North Freedom, WI 53951-0055.

On the cover flap of the "1993 Railway Calendar" from the Lackawanna & Wyoming Valley Railway Historical Society is a color scene from 1957 of an Erie GP7 and RS3 leading a fantrip across Spring Brook Creek. Inside are more classic black & white shots from eastern Pennsylvania such as a CNJ RSD5 and SD35 pusher set idling at Solomon's Gap, a Lackawanna 4-8-4 speeding toward Nay Aug Tunnel, ex-Reading T1 2102 providing real helper service on a D&H freight climbing to Ararat Summit, a Lehigh Valley SW1 at Athens, EL E8s curving off of Tunkhannock Viaduct, Scranton area streetcars and more. Complete with highly detailed captions, this 11"×17" calendar sells for $5.25 postpaid from Calendar, Dept. CC, P.O. Box 1152, Scranton, PA 18501-1152.

Book Reviews

Dining by Rail: The History and the Recipes of America's Golden Age of Railroad Cuisine, by James D. Porterfield, published by St. Martin's Press, 175 Fifth Avenue, New York, NY 10010; 384 7½×9½ pages, hardcover, $35.00, available from most book stores and the R&R BOOK DEPOT.

Railfans pursue rail-oriented nostalgia in many forms, from following steam locomotives to riding excursions to actually owning railroad equipment or riding on someone else's privately-owned passenger car. And one of the most treasured experiences on any railroad car on almost any trip, Amtrak included, is eating while in motion. There was a time when a railroad's dining car fleet was an important part of drawing long-distance riders, and it's surprising to learn just how long meals have been served on railroad cars.

Written by R&R's ON THE MENU columnist Jim Porterfield, "Dining by Rail..." examines the history of food service on the rails and also presents more than 325 authentic recipes for dishes served by North America's glory-era dining cars. Over two years of nearly full-time effort went into the research for this work, which included corresponding with more than 300 people and railroads.

The book is divided roughly into thirds, first describing the trackside eateries and the problems associated with food and rails, followed by chapters depicting the time when railroad dining car chefs were as well-known to the regular travelers as the scenery. The balance of the book is dedicated to the recipes. The entire book is indexed by information, recipe and course. Throughout the body there are sidebars dealing with certain specifics of the business, like The Commissary, Railroad China, Feeding the Troops and The Language of Dining-Car Personnel, to name a few. All-in-all, the book is very well researched, and the information contained was all new to me.

The book also contains many illustrations, all appropriate and all in black & white. They range from car and equipment drawings to maps and early engravings of railroad scenes to photographs of steam and diesel-powered trains, plus menus, stoves, dining car kitchens, advertisements and much more.

While I have ridden on and have eaten "authentic" meals on a private car or two, actually preparing authentic railroad meals at home was a nostalgic pursuit I hadn't thought of, and the recipes were my big draw to this book. To date, my most authentic rail adventure with the best overall food was a trip on a Union Pacific business car in 1989 — one of the most memorable treats, to me,

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Taking a night shot of N&W 4-8-4 611 using flashbulbs that are older than the locomotive.

MIKE EAGLESON

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was the French toast. Included in this book is "French Toast, Union Pacific style," so a trip to the supermarket on the way home was in order. I was surprised at how easy UP-style is to prepare, and at what the actual secret is to that texture and taste (a little light cream rather than a lot of milk) — I'll likely never go back to my old method of preparing French toast. There were four other recipes for French toast, and likely the next to try is the "French Toast a' la Santa Fe" (cream instead of milk, plus a few minutes in the oven to fluff up the bread) followed by the Pennsy version which calls for milk and strawberry preserves (the Standard French Toast of the world?).

The recipes are generally presented with a chapter for each railroad in alphabetical order, including the Pullman Company and the Fred Harvey Company. The individual recipes range from simple to complex, main course to side dish to deserts and salads and salad dressing. Most recipes sounded very interesting, like Santa Fe's "New Corn Chowder, Southern Style;" C&O's "Bacon and Potato Omelet;" "Chicken Pie, Great Northern Style" and Southern Railway's "Grilled Ham Steak with Pineapple Fritters." A few recipes are noted by the author as significant, and some of these include New Haven's "Lobster Thermidore, *Merchants Limited* Style;" Northern Pacific's "own" French salad dressing; Texas & Pacific's buttermilk pancakes and Illinois Central's "Canape' Lorenzo," from the *Seminole Limited* (appears to be a parmesan-like dish with a mixture of crab meat and chicken). And, of course, I'll have to try the lone entry for the Lackawanna, "Beefsteak Pie with Mushrooms."

All of the recipes in this book are presented authentically and therefore include many fattening ingredients that are somewhat out of vogue in today's health-oriented society. However, all of the recipes can be modified to suit taste and diet in your own kitchen, almost as if you were on a dining car requesting a tailored plate.

The book points out that it was Illinois Central Steward Ike Greenberg who said, "On land you kill time to eat, but on a train you eat to kill time." It seems that is why the railroads went to such lengths to make their meals more like an event. This book explains

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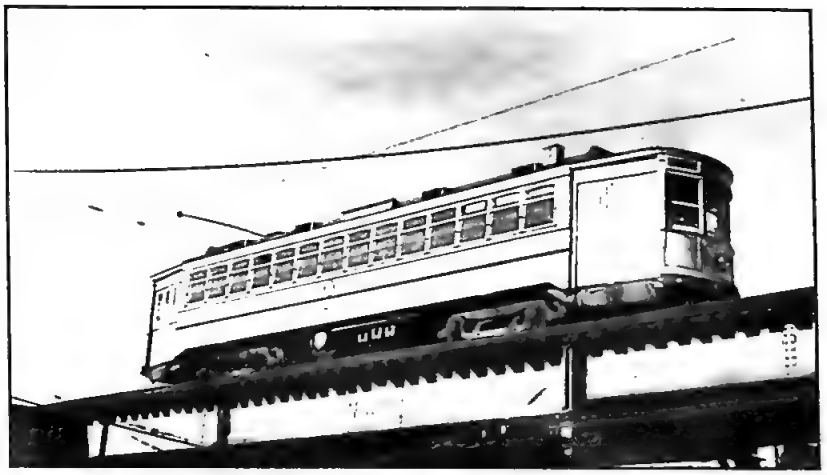

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the whys and hows of dining car service in the glory years, then lets the reader try it for themselves. And cooking need not be your hobby, as most of the recipes are easy to make, and most require only basic cooking skills, which can be developed over time. For its completeness of historical information (about the only thing missing is the keystone-shaped pizza with "PRR" in pepperoni developed by Maryland MARC's former chief chef and assistant director of operations, parlor, sleeping & dining cars, Waldo Wengenroth), this book should be in everyone's library. And with hundreds of authentic recipes, it will also be a great novelty around the kitchen when friends drop by, or to simply taste the food once served behind SP's *Daylight*, UP's 844 or Santa Fe's 3751, or even New York Central's Hudsons — M.D.

Traction Publications **by Joe L. Diaz**

FROM BOSTON TO THE BERKSHIRES — A Pictorial Review of Electric Transportation in Massachusetts by Stephen P. Carlson with Thomas W. Harding is a fascinating 160 page 8½"×11" perfect-bound book with color covers. This volume contains over 500 black & white photographs along with a modest color section of one-half page photos. This is a truly marvelous array of street railway equipment and its operations from the earliest days on. There were a large number of small individual companies in Massachusetts. Many consolidations and mergers were effected from the earliest days resulting in some very large operations. The Boston Elevated Railway, later the Massachusetts Bay Transportation Authority, is well covered from its beginnings through the years to the present day including the elevated railway operations and equipment. The Eastern Massachusetts Street Railway from its origins in The Bay State Street Railway, a far flung system that surrounded the city of Boston, north, south and to the west, its complicated history, corporate origins and operation are well explained, accompanied by a full-page map of the system along with numerous pages of wonderful photographs.

Other important, if smaller, systems are well detailed in the many photographs accompanied with adequate captions. There are numerous reproductions of small track and route maps with some advertising materials. Not left out are those fascinating small operations such as the Boston Revere Beach & Lynn Railroad, the Nantasket Beach Branch of the New Haven, the Boston & Maine Railroad along with a section covering freight, express and street railway post office service in the area. Additionally, there is a section about the smaller trolley systems in the Commonwealth, also a listing of Street Railways of Massachusetts as of December 31, 1916. Along with the names are included both route and track mileage, total passengers carried and cars operated, both open and closed, with an explanation of these totals.

This is a large book with far too many facets to be covered in any one review. I was certainly pleased with the vast collection of photographs. Unfortunately, the black & white photo reproduction is less than optimum, perhaps a shade too light. It is available from the Boston Street Railway Association, P.O. Box 181037, Boston, MA 02118, for $24.95 plus $2.00 handling.

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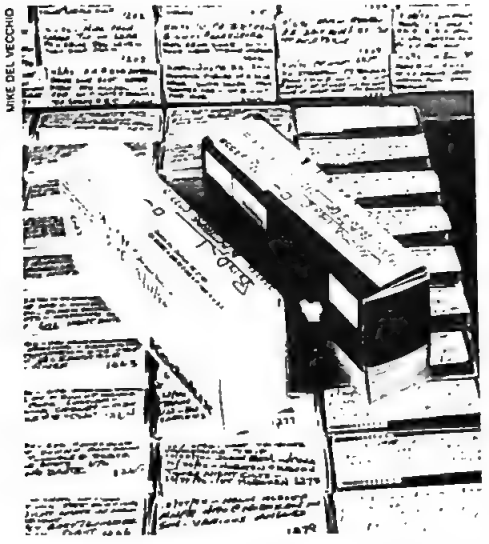

THE BLACK BOX now used for Kodalux slides has far less space for notations than the old yellow box. Mike Del Vecchio's markings on the rows of old boxes at left have to be applied to the new boxes with adhesive labels as in the row at right.

Back in high school I was reading a science fiction story about some future warrior who was putting on a gas mask to go into battle. He complained that it was awkward and uncomfortable and smelled like the inside of a pair of used gym shoes, observing that, "obviously the guy who designed this thing never intended to have to wear it."

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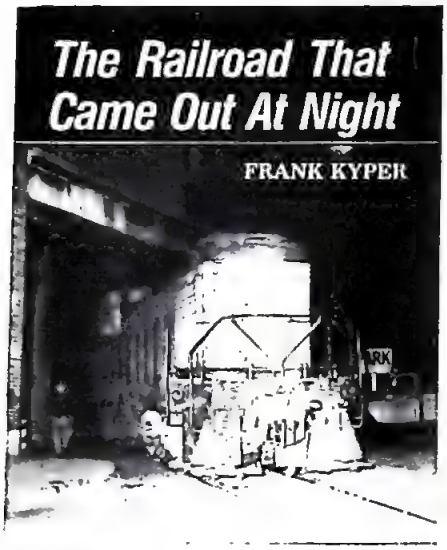

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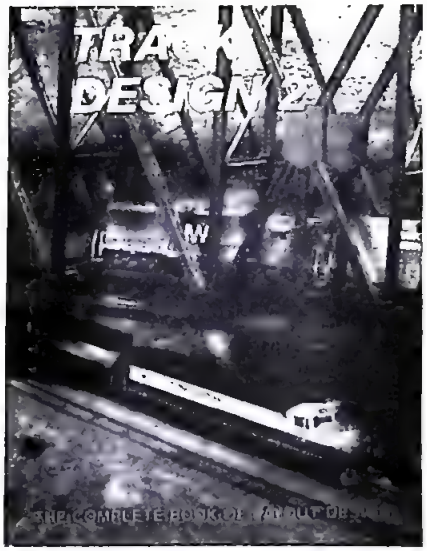

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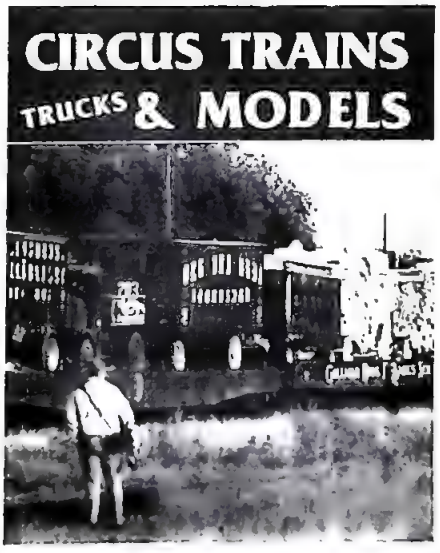

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taking up about one-fourth of that space) the boxes cannot be written upon with any normal writing instrument — and the Fairlawn lab neatly slaps its billing sticker right over that solitary white label area!

My entire slide filing system dating back to the mid-1960s is based upon yellow Kodak slide boxes with subject information written on the large, open top surface. Mike Del Vecchio's entire filing system is based on writing identifying data on the yellow ends of the slide boxes. And now some jerk in Marketing has screwed it all up — and I'll bet that idiot has never shot a roll of slides in his life, or he would never have considered making those boxes black. (Sorry, I don't mean to be sexist: it is equally as likely that *she* who designed the box has never shot a roll of slides in *her* life.) And if that designer did shoot slides, I'll bet that he/she is one of those compulsively neat individuals who labels each slide and files it in a carousel tray or a Logan box and then cross-indexes it on a computer. We slobs of the world don't have time for that kind of foolishness; we're lucky if we can jot down the basic data before we pitch the yellow box into the pile.

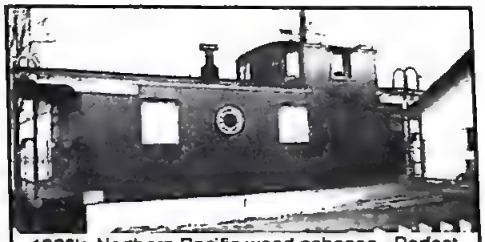
I haven't shot enough film to have to deal with them since the new boxes began showing up right after New Years, but Del Vecchio now has to stick white labels on the end of the new boxes to make them fit into his slide file system — and after a few years when the adhesive dries out, he'll have a whole collection of unidentified black boxes with a pile of stick-less labels at the bottom of the file box (this comes from a first-hand observation after plowing my slide files from the mid-1960s and discovering a few taped-on labels with powdery backs lying on the bottom of the "1968" box). While some of today's tape and labels may last 50 years. Most probably will not!

Through all the ups and downs of Kodak teaming up with Qualex and the deterioration and then restoration of the quality of the processing labs and the not-really-thought-out bulk mailing policy (September and November 1992 CAMERA BAGS), we've been loyal Kodachrome users and Qualex customers. And how do they reward us? They screw up the one thing with which there was never any real problem: those handy yellow boxes (well, I will grant that the waxy box surface was resistant to some kinds of ink).

Qualex wized up and corrected the bulk mail policy in response to customer complaints, and maybe if we yell loud enough they will bring back the write-on-able yellow boxes. Look on any black and gold box and you'll find the Qualex office address in Durham, N.C. If you don't want to write your own complaint letter, just send 'em a Xerox copy of this column and sign your name. Maybe they'll get the message.

I have always advocated Kodak and then Qualex processing for Kodak film (and even for the Fuji Velvia I've been trying out). The Qualex/Kodalux labs are by far the most reliable and best deal for the money for the vast majority of railfan photographers. I still shudder when I look at the Ektachrome shots I got of N&W's *Pocahontas* at the tunnel at Pembroke, Va., in 1968 that have the chemical streaks in the sky from the "drug store" processing that was the only thing available in Bluefield at the time. Save for an occasional "Kodascratch," in nearly 30 years I've never had a real problem with a Kodak/Qualex lab.

But those new black boxes really tick me off — and "tick" is the polite word for it! ⇐



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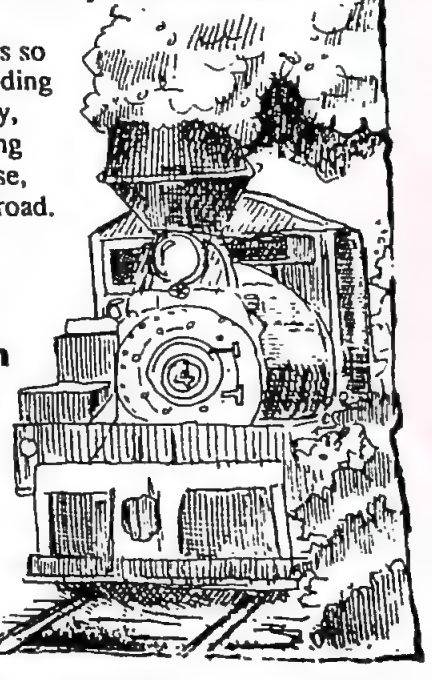

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Ridin on the Cotton Belt

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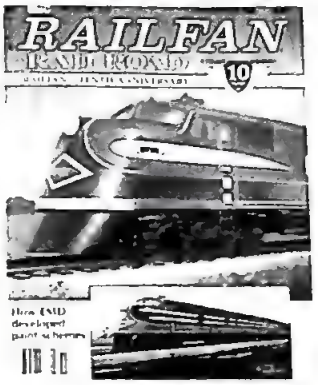

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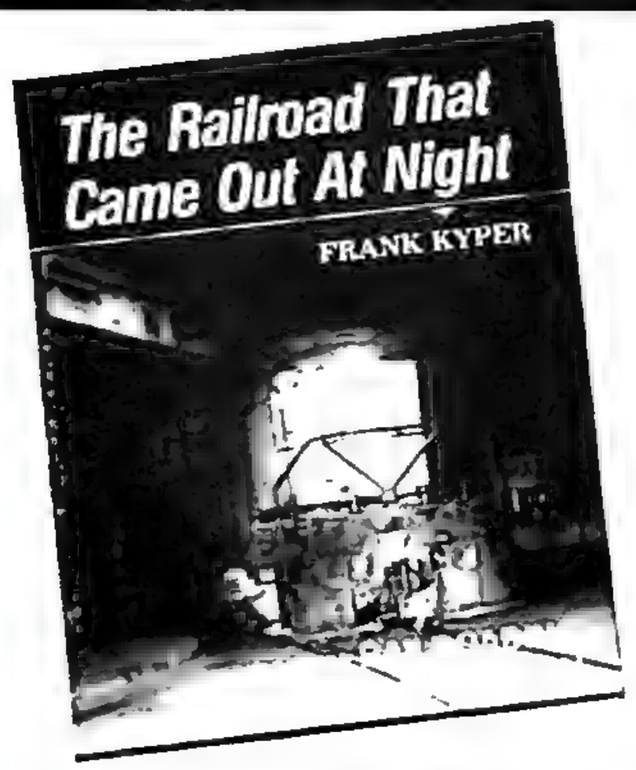

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On the Menu

BY JAMES D. PORTERFIELD

A Railroad Recipe Picnic Basket

If you are experienced in the kitchen — by which I mean you know your potato peeler from your spatula and can distinguish eggs from lemons — you can skip the next paragraph.

On the other hand, if you have never stepped into the kitchen except en route to somewhere else, ask yourself: "How bad can it be to cook?" My first experience, as a child, saw me use baking *soda* instead of baking *powder* in a cake I tried to make for my mother. The cake rose to the majestic height of one half-inch. My mother still loved me. Many years later, I tried again, deciding to surprise my wife with tacos for dinner. I mistook an entire pod of garlic to be the clove called for in the recipe. The tacos were — I remember — delicious, but when stored as leftovers, they resulted the next day in me having to toss out everything that was in the refrigerator with them. My wife still loved me. So here I am today the chief cook in our two-income, dual-career family of five. You can take it from me, there's nothing stopping you beginning a career as a chef this month.

These thoughts are on my mind because I am about to propose you add to your enjoyment of this summer's train watching by making some authentic railroad cuisine to take along. And I anticipate howls of protest from some who will profess an inability to master the tools of the kitchen while dreaming of mastering the throttle of a 400-ton locomotive. You say you are truly inept with a list of ingredients? Then this is a perfect opportunity to involve your spouse in your hobby.

Now, where better to turn for picnic foods than to the great Western railroads, whose spectacular scenery had to either give birth to or further inspire the watching of trains pass from a distance? Here, then, is a sampling of recipes to assemble the perfect train-watcher's picnic for six to twelve, courtesy mostly of railroads with Pacific in their name.

Chicago, Rock Island & Pacific
Pineapple Banana Cocktail

- 4 cups fresh pineapple chunks
- 1 cup maraschino syrup
- 4 medium bananas (sliced)
- 12 maraschino cherries

Cut fresh pineapple in ½-inch slices, then trim slices into eighths (or use canned pineapple in its own juice, drained). Place in container, add maraschino syrup and toss to mix. Let stand in refrigerator at least two hours. To serve, stir to mix, place individual portions in cups, add banana slices and top with a maraschino cherry.

Union Pacific
Paisley Potato Salad

- 3 lbs. Idaho potatoes
- 1 cup mayonnaise
- ½ cup chopped celery
- ½ cup sweet relish, drained
- 2 Tbsp. sweet relish juice
- 2 hard-boiled eggs, chopped
- 1 Tbsp. prepared mustard
- ¼ tsp. celery seed
- ¼ tsp. salt

In a pan sufficient to hold potatoes with water to cover, bring water to boil and cook potatoes until done firm, about 20 minutes. Meanwhile, in a large bowl combine remaining ingredients to form dressing. Remove potatoes from boiling water. When cool to touch, peel and cut in one half inch cubes. Pour dressing over warm potatoes, chill for several hours and serve cold.

Western Pacific
Deviled Ham Sandwich

- 3 cups boiled ham
- 3 hard boiled eggs
- ½ cup sweet pickles
- ½ cup sour pickles
- ¼ cup prepared mustard
- ¼ cup mayonnaise
- salt and pepper to taste
- 12 ⅜-inch slices white bread

Use food processor to grind ham or dice fine. Chop eggs and pickles fine and add to ham. Add mustard, mayonnaise, salt and pepper, and stir to mix and coat. Trim crusts and lightly toast bread. Spread thin layer of butter on one slice, coat other slice with deviled ham to suit, and close. Cut triangular.

Union Pacific Steam
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Southern Pacific Roast Beef Sandwich

- 1½ lb. roast beef, sliced thin
- 12 ⅜-inch slices white bread
- butter to taste
- 6 leaves crisp head lettuce
- ½ tsp. Maggi seasoning
- ½ cup mayonnaise
- 12 slices ripe tomato
- 6 dill pickle wedges

In a small cup, blend Maggi seasoning and mayonnaise thoroughly and set aside. Trim bread of crust. Lightly butter one side of six bread slices and cover each with a crisp lettuce leaf and a generous portion of roast beef. Coat one side of remaining six bread slices with seasoned mayonnaise and close sandwich. Cut triangular and serve garnished with two tomato slices and pickle.

Pullman Company Hard-Boiled Egg Sandwich

- 12 ⅜-inch slices white bread
- butter to taste
- 1½ heads lettuce, separated into leaves
- 6 hard-boiled eggs
- ½ cup mayonnaise
- 6 large Gherkin pickles

Lightly butter one side of each slice of bread. Trim bread of crusts. Cover six slices generously with lettuce (equivalent to ¼ head of lettuce). One hard-boiled egg should be sliced for each sandwich and arrange the slices evenly over lettuce leaves. On remaining six bread slices, apply mayonnaise to taste and close sandwich. Cut diagonally and serve with Gherkin as garnish.

Southern Pacific Cantaloupe Russe

- 3 cantaloupes
- 2 packages Jello®, strawberry flavor
- 1 pint whipping cream.

Make Jello® according to package instructions and refrigerate to thicken. Slice cantaloupes in half and remove seeds. When Jello® is the consistency of honey, pour into cantaloupe halves. Refrigerate until firm. Whip cream and chill in separate container. To serve, place a dollop of whipped cream over each cantaloupe half and serve cold.

Pullman Company Horse's Neck

- 1 lemon
- 12 oz. pale, dry, or imported ginger ale

Peel entire lemon, spiral fashion, in one piece. Place a single ice cube in a tall (14 oz.) glass. Arrange the lemon peel inside the length of the glass, draping one end over the rim of the glass. fill glass with cold ginger ale. Stir lightly with spoon, taking care not to dislodge lemon peel. Yield: 1 drink.

Note: Keep all items described in a cooler until ready to serve.

Bon appetit!

Except for the "Pullman Company: Horse's Neck," none of the recipes here appeared in Jim Porterfield's new book *Dining by Rail*, which is reviewed in RAILROADIANA — M.D.

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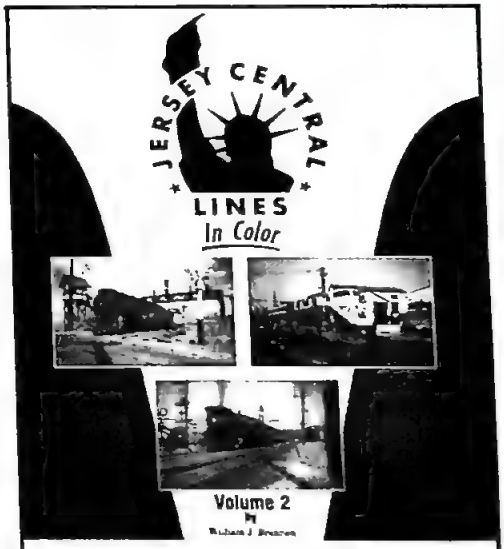

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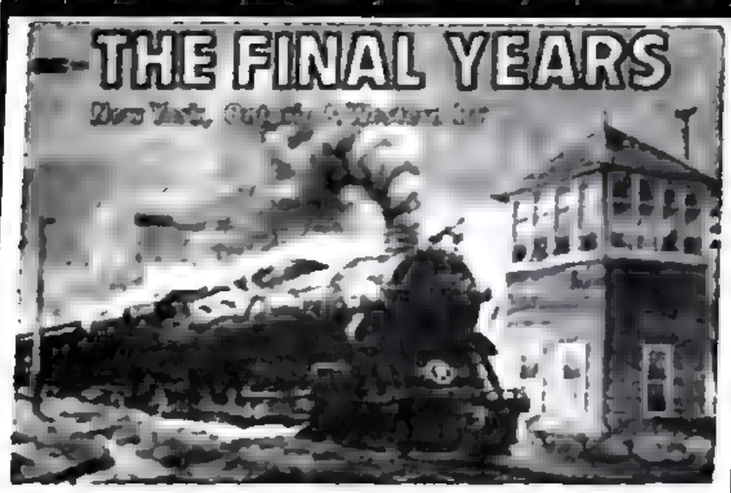

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Transit Currents

South Shore Line

At 9:37 a.m. CST on January 18, 1993, the Northern Indiana Commuter Transportation District's South Shore Line suffered its first passenger fatalities since June of 1909. Train 7 eastbound and Train 12 westbound sideswiped at the west end of a gantlet track over a bridge located between East Chicago and Gary. Seven passengers were killed and approximately 70 were injured in the wreck; some of the injuries were serious.

The South Shore Line is double-tracked between Gary, Indiana, and Kensington in Chicago, at which point the South Shore Line trains use Metra Electric trackage rights into Randolph Street Station in downtown Chicago. The bridge over the erstwhile Pennsylvania Railroad and Wabash Railroad tracks was constructed in 1909 as a single-track span within a double-track railroad. To achieve this, a gantlet track, in which the eastbound and westbound rails are interlaced, was constructed and the trackage protected by automatic signals. In effect, it is an automatic interlock situation in which the railroad crosses itself. The trackage is signalled so that the first train to approach the interlocking has the right of way across the bridge. The three-car Train 12 from South Bend had cleared the bridge structure and was moving back into the double-track portion when it and two-car Train 7 sideswiped one another. Train 7 was too far east to avoid the collision. It was a left-side-to-left-side wreck, and the front part of both lead cars was peeled back and smashed away from the train door in the center of the car end to a point about a quarter of the way back along the car side. All of the deaths and serious injuries were on the front left side of both lead cars.

The National Transportation Safety Board is investigating this serious accident. As a member of the Board of Trustees of the Northern Indiana Commuter Transportation district, I cannot comment or give any judgement on the accident. I can report that radio and television news and the newspapers have reported that the NTSB investigation so far has revealed that the trackage was in good shape, that the equipment was in excellent operating condition and well maintained, and no malfunction of the signal system was found. As a result of routine tests given after any accident, none of the crew members or the dispatcher were shown to have been impaired in any way by alcohol or drugs. The cause of the accident will not be known until the NTSB finishes its official investigation. This usually takes about eight to ten months. I will bring you up to date on this matter when the NTSB issues its report.

Jersey Arrow Overhaul

ABB (Asea Brown Boveri) Traction, Inc. of Elmira Heights, New York, has received a contract for $110 million from NJ Transit to overhaul 130 Jersey Arrow cars. The work on the electric m.u. cars will include upgrading equipment as a continuation of a 1989 contract for renovation of 100 Arrow III cars. The contract is worth more than $200 million.

In the upgrading process, the cars are to be equipped with a state-of-the-art a.c. propulsion system using gate-turn-off-based inverter technology and three-phase asynchronous traction motors. The TRACS computer system of ABB is used to control the propulsion system and a static inverter, which supplies power to auxiliary equipment. The attraction of a.c. motors is that they are sealed and have fewer moving parts than the d.c. traction motors that they will replace. They are highly reliable and usually require significantly less maintenance than conventional d.c. traction motors.

Another plus is improved energy efficiency; a.c. motors are claimed to be 3% or 4% more efficient than the most advanced d.c. chopper system and 20% more efficient than a conventional d.c. cam control system. A lot more than just mechanical components will be changed. There will be new seats, floors, windows and doors, plus bigger rest rooms and a new public address system, and the heating and cooling systems will be improved. For more information call David L. Pierce or Lorraine Trude at 716/461-9300.

Baltimore-Washington Area News

The kickoff of the Virginia Railway Express between Manassas and Fredericksburg and Washington, D.C., in the summer of 1992 was quite successful. It appears, however, that no rail project can get under way without at least one flap, and in this case Virginia Railway Express Manager Thomas Waldron is in dutch because he has proposed a 4% fare increase and a 20% increase in the subsidy from local governments. Ouch! The rail service is attracting increasing riders and favorable comments, but local officials were not amused with Mr. Waldron. Local officials cite the sad lack of local revenue. Increases in VRE service may be slow in coming.

In dutch for another reason is the Maryland rail commuter service. This highly pop-

PLEASE SEND traction news items and any correspondence directly to Prof. George Smerk, Institute for Urban Transportation, 809 E. 9th Street, Bloomington, IN 47405.

BY GEORGE M. SMERK

Accident on the Gantlet

ular rail service with two lines between Washington and Baltimore and another to Brunswick, Maryland, is catching its lumps because of hostile personnel, ancient equipment, train breakdowns and late service. In less than ten years ridership has tripled. Almost 20,000 riders a day use the service, but newspaper editorials complain that management has not improved nor has there been sufficient backup equipment provided. MARC has acquired new equipment, but more is needed. One victim of promised improvements has already been the RDC cars that plied the erstwhile Baltimore & Ohio line between Camden Station in Baltimore and Union Station in Washington. They ran their last in January 1992.

The economic blues have caught up with the Washington Metrorail system, which has seen ridership drop 1% in the last two years. This loss comes despite nine new stations opened and more than 7000 parking spaces added at stations. The ridership drain from a daily average of 519,466 in 1991 to 513,519 in 1992 is reflective not only of less use by area residents, but the recession-plagued tourism industry has felt the loss of tens of thousands of people who are not making visits to Washington and becoming customers of the subway. Indeed, riding on the subway in Washington has become as much a must for tourists as visiting the Capitol or the Smithsonian.

Despite the ridership downturn, Washington Metrorail broke ground on November 21, 1992, for the Franconia-Springfield subway station, which is scheduled to open in 1997.

Because of a lack of money for construction, the former B&O Georgetown branch will be turned into a hiking and biking trail, at least for the time being. Several years ago it appeared that a light rail line would be built along this line from Silver Spring to Bethesda, Maryland.

There is a more serious construction problem in Baltimore. Marion Zych contends that there is an underground Titanic in Baltimore, but in this case a tanker; a leaky tanker. It seems that Baltimore, like so many cities, had many, many corner gas stations. The fuel tanks have sprung and the gasoline has penetrated the ground. Fumes from the gasoline-impregnated soil have already led to a three-month halt in excavation of the Metrorail tunnel from Charles Center to the Johns Hopkins Hospital. The gasoline fume problems are a reason for the cost overrun of probably 5% over the original $321-million project budget. The subway is scheduled to be completed in late 1994 or early 1995.

BOB GALLEGOS

IN THE AFTERMATH of the January 18 collision of Chicago South Shore & South Bend Trains 7 and 12 near Gary, Indiana, rescuers are shown moving the injured out of lead car 36, which was on the point of westbound Train 12. The wreck occurred where dual tracks merge together to cross a gantlet bridge.
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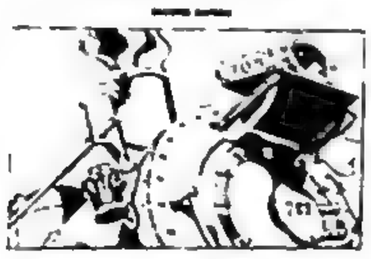

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Workers are doing as much as possible to work around the problem and sections of the tunnel are being built on either side of the affected area. Thanks to Marion J. Zych for the news.

Subway Versus Monorail

Several years after it seemed that the battle between the subway and monorail for the hearts and minds of the people of the San Fernando Valley was over, it surfaced again. As a study proceeds on the issue, it appears that a subway line running east-west through the San Fernando Valley would be less environmentally harmful than a monorail, which is proposed to be erected above the Ventura Freeway. A subway would also carry twice as many people at higher speeds than would the proposed monorail design.

According to the study, the proposed subway would cost $3.03 billion while the monorail would cost $2.59 billion. Between downtown and Warner Center the travel time would be 51 minutes on the subway and 60 minutes via the monorail. The maximum daily capacity of the monorail is 63,000 in comparison with the 135,000-passenger maximum capacity per day of the subway. The subway would adversely impact 56 businesses and there would be the problem of trucks hauling dirt out of the construction site. The monorail would have an adverse impact on eleven homes and 98 displaced businesses, freeway construction delays, visual intrusion and the elimination of 19 acres of park. Thanks to John A. Lee for the news.

L.A. Green Line Car Order

In January 1992, a decision in California to buy 41 automated cars from Sumitomo appeared to favor a foreign-owned company against a domestic competitor that offered a lower bid. After a major political flap, the deal with Sumitomo was off. But in October 1992, the Los Angeles County Transportation Commission awarded a car building contract for 15 Metro Green Line cars; the winner was the Sumitomo Corporation.

What's happening now is that the first contract is a small one for 15 cars that will provide sufficient rolling stock to permit the operation of enough cars to run at least four trains an hour on the Norwalk to El Segundo Green Line by 1994. A small order is unattractive, but Sumitomo nevertheless bid and got the contract. The still-to-be-let second contract, which is a $200-million 87-car order, is not only to provide passenger equipment but also to help local aerospace and electronic companies learn how to do business in the transit industry. With the build-down in national defense, mass transit now offers the possibility of another line of work for some of the firms. Los Angeles has a very ambitious $185-billion transportation improvement undertaking that is creating lots of jobs just the way capital investment is supposed to do. Thanks to John A. Lee for the news.

New York: Good News, Bad News

The good news is that surveys and fact gathering in the Big Apple have shown that the city's air quality levels are improving. The evidence is not totally overwhelming, but the air in 1992 was cleaner than it had been for 20 years because of better car-emission technology, gasoline made with fewer pollutants and the commitment of the city to improve mass transit so it could at least try to hold its own on the environmental front. Perhaps even more surprising, the subways were considered by those polled to be getting better and better. Safety and security issues on the rapid transit system still cause concern, but the public perception is that things are better.

Meanwhile, the Long Island Rail Road

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Commuters' Council has given the Long Island its best report card since the commuter group began keeping score. The overall grade is still a "C," but it is by far the best the railroad has done. The commuters' group recommended upgrading cleanliness, clearer and more frequent station announcements and improvements in night service.

Meanwhile, the politicians are at work in New York trying to find money to do the many tasks that await. A threat arose about money promised for transportation purposes — including transit — being used instead to balance the state budget. A $700-million game of knee-wrestling followed Governor Cuomo's recommendation. The issue is the Petroleum Business Tax, which is supposed to be used only for transportation purposes. Much politicking is also being waged over whether or not the subway and bus fares in New York City have to go up to $1.50 from the current $1.25. The Metropolitan Transportation Authority (which may be thought of as the parent agency of most transit in the New York City metropolitan area) did raise the tolls on its bridges and tunnels by 20% effective in January 1993. It is now $3.00 one way on the major crossings that are operated by the Triborough Bridge & Tunnel Authority.

Some of the worst news came as a result of the flooding caused by the severe rainstorms of December 11. The morning rush hour on the Metro-North commuter rail line into Grand Central had been operated with remarkable smoothness. Then the railroad lost power to the signal system just before 11:00 in the morning. Signals were finally restored at about 2:30 in the afternoon. The Hudson Line trains had to be halted because the Hudson River level was up and the waves were lapping over the tracks and covering them up. Flooding occurred in places along all of the commuter railroad lines. Given the size of the downpour, service was restored with surprising quickness. Thanks to Bill Fennelly for the Big Apple news.

Metro-North Has a Perfect Day

Bill Fennelly sent good word about a veritable miracle. It took place on Tuesday, November 17, 1992. On that day, for the first time in 160 years of service by its predecessors and up to the present time, every Metro-North Commuter Railroad train ran on time!

What "on time" means is not exactly what it sounds like, but it does indicate that all 547 trains operating on November 17 of 1992 arrived at their destinations within 5 minutes and 29 seconds of the scheduled time. It is difficult now to know just how good the performance was before Metro-North was created. When all the hassle with Conrail was finally finished and the Penn Central Railroad commuter service from Grand Central Terminal became Metro-North in 1983, the service ran at about 80% on time.

As one might expect, with service getting better all the time, the Metro-North riders are happier and admit that the railroad's performance is at least okay. Results of a survey of approximately 6000 people who are Metro-North riders showed that 64% held that the railroad's performance overall was pretty good, 31% rated it as excellent and a 1% group thought it was poor.

As an indication of better quality of service as well as the turn around in the economy, ridership was up for the Metro-North commuter trains as 1992 ended. The same was true of the New York subway and the Port Authority Trans-Hudson rail line. After a decline, Metro-North ridership was up 1% in the third quarter of 1992. July 1992 saw subway ridership go up 1.3%, August's increase was 0.9% and the September ridership rise was 1.8%. Thanks again to Bill Fennelly for the good news.

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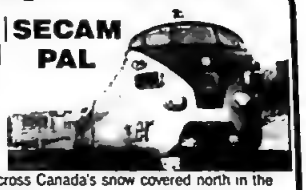

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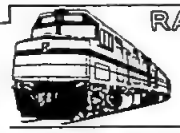

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Railnews

UP 4-6-6-4 3967 And yet another Challenger will take to the rails in 1990s. To commemorate the 40th Anniversary of the first modern fantrip on Union Pacific (a Rocky Mountain Railroad Club Denver-to-Laramie outing on May 17, 1953, pulled by 3967), UP's steam team is cosmetically altering 4-6-6-4 3985 to represent sister 3967 for use on a May 15, 1993, Denver to Laramie round trip, again sponsored by the Rocky Mountain Railroad Club. The original 3967 was the last of UP's coal burning 4-6-6-4s to wear smoke lifters, and it was painted black on that first excursion. To alter 3985, smoke lifters and a new smokebox shield have already been made, and the rest is easy. Union Pacific steam program manager Steve Lee is planning to make this a true "UP trip" with "lots of drive-by shootings" planned for the day. Tickets for this historic trip are $155 for coach and $195 for a dome seat (there will be three domes on this train) from the Rocky Mountain Railroad Club, Ticket Chairman Hugh Alexander, 700 S. Elizabeth Street, Denver, CO 80209; 303/778-8954.

The word is that the "3967" will run only for this excursion, and then the smoke lifters will be removed.

PEORIA & PEKIN UNION "New" on the P&PU is rebuilt SW10 701 (ex-UP 1271) and its new style P&PU paint scheme, seen in service at Peoria, Illinois, as of early February (page 4). The switcher was delivered to the Peoria Locomotive Works in Creve Coeur, Illinois, in late 1991 but didn't actually enter the shop until mid-1992. PLW is a P&PU affiliate that was formed in 1989 to perform engine work for P&PU and other customers. Although PLW's specialty has been the installation of high horsepower Caterpillar diesel power plants (November 1992 RAILNEWS), the 701 still uses an EMD engine. The 701 is the second unit to be painted in P&PU's new scheme. The first was SW14 700 (ex-IC 1413), which was shopped and painted for P&PU in mid-1992. The 700 was built as an SW7 for the IC in 1950; it was among the more than 100 SW14s which ICG produced during 1978-1982 using former NW2s, SW7s and SW9s.

TRONA RAILWAY During January 1993 the Trona Railway did consummate their lease of six SD40-2s (3001-3006) from Helm Financial Corporation (April '93 RAILNEWS), and all six units are now in service at Trona (page 4). Helm painted and rebuilt these units at CN's AMF facility in Montreal, primarily from former-Santa Fe SD45-2s (numerical unit histories still conflict). Trona trains run as needed, usually daily, between the plant at Trona, Calif., and the SP interchange at Searles.

These six SD40-2s mean that the Trona Railway no longer needs to lease SP units, which it had done after retiring its famous trio of Baldwin AS616 roadswicthers. All three of the six-axle Baldwins were sold to Johnston Terminals, a portside switching operation in Muskogee, Oklahoma, to supplement an existing Baldwin S12 switcher "007," originally SP 1547. Johnston Terminals plans on putting one Trona unit in service almost immediately and to ultimately get all three running. During January 1993, the roller-bearing-equipped 54 had shipped to the new owner, while the 52, 53 and two boxcars of Baldwin parts were at Trona awaiting shipment.

Also, the Kerr-McGee Alco RSD12 2962 used inside the plant at Trona was sold to Purdy Salvage along the SP main line just south of Mojave, California.

SP 0-6-0 1258 A cosmetically restored SP 0-6-0 and short train are now on display at Martinez, California, within plain sight of 18 Amtrak trains per day. The Martinez Railway Historical Society was formed in 1985 to conserve the little 0-6-0 and other equipment, and to move it from nearby Rankin Park to its present site near the SP main line. The 0-6-0 was assigned to Martinez in service, and it was donated to the town after retirement in 1956. The boxcar is a rare Santa Fe Bx-3 or Bx-6 class of AT&SF's own 1920s design, and the Santa Fe caboose was built in 1969 and retired in 1990. Plans are to build a platform near the equipment, and to put displays and artifacts inside the boxcar.

FINALLY, A CLIMAX After more than a 27-year search, the Railroad Museum of Pennsylvania has obtained a Climax-type locomotive. Built in 1913 as the Moore, Keppel & Co. No.4, for use at Ellamore, W.Va., it was transferred to the subsidiary Middle Fork Railroad in 1930. This 40-ton, two-truck, coal-burning, standard gauge Climax was sold in 1948 to the W.H. Mason Lumber Company of Elkins, W.Va., and in 1956 it was sold to the Edaville Railroad, which sold it in 1992 to the museum.

The Railroad Museum of Pennsylvania's reason for wanting a Climax is that the type was invented by in Pennsylvania by lumberman Charles D. Scott who approached the Climax Manufacturing Company of Corry, Pa., about building the locomotive. With the addition of Climax No.4, the museum now has an example of each of the three common types of geared locomotives: the Shay, Heisler and Climax. Number 4 is on the property, and the museum is soliciting donations to help cosmetically restore the locomotive. Contact: RRMofPa, P.O. Box 125, Strasburg, PA 11759 — BEN KLINE.

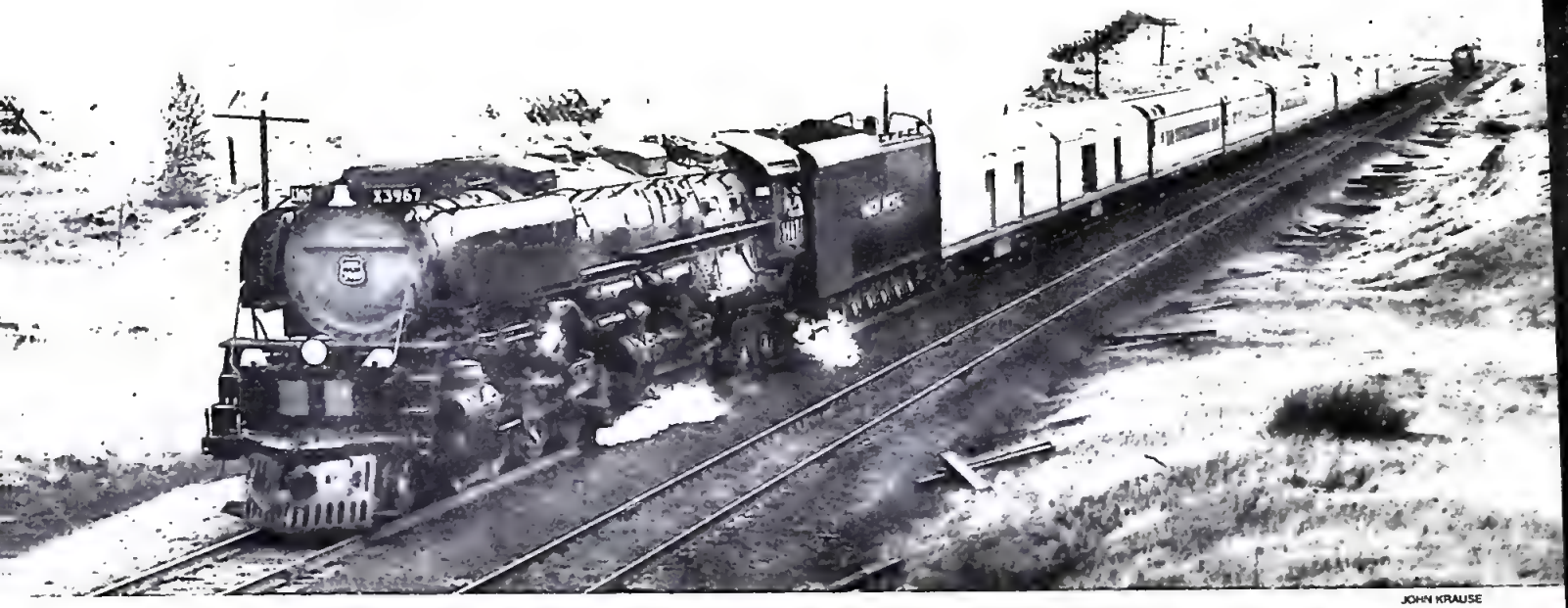
E9 BN-3 When Chicago's Metra retired the legendary Burlington E-units from commuter service in late 1992, Burlington Northern selected E9s 9919 and 9920 for future company use and placed them in storage in Springfield, Missouri. In mid-December, the 9919 went to Independent Locomotive Services in Bethel, Minnesota, and emerged in fresh paint matching BN's A-B set of executive F9s, BN-1 and BN-2. Renumbered BN-3, the E9 had not initially received the same lavish chrome trim as the Fs. BN-3 joined the Fs on a round trip business special in mid-January between Kansas City, Kansas, and Winter Park, Colorado, using D&RGW trackage west of Denver (page 4). Then, during the last weekend of January, BN-3 accompanied a BN Super Bowl special which ran on Santa Fe trackage from Kansas City to Los Angeles. The train operated as symbol KCLA with a Santa Fe Super Fleet Dash 8-40CW on the point. Though fully functional as a locomotive, BN-3 was used primarily to provide electrical power to the train. As of late February, E9 9920 was at West Burlington, Iowa, undergoing mechanical work, soon to reappear in new paint as BN-4.

AMTRAK GOES TRANSCONTINENTAL On April 4, 1993, Amtrak's tri-weekly Los Angeles-New Orleans *Sunset Limited* will extend its service east to Miami. It will become the first regularly scheduled U.S. passenger train to allow passengers to travel between the Pacific and Atlantic coasts without changing trains. Amtrak says the entire Los Angeles-Miami trip will take approximately 58 hours and will traverse more than 3000 miles in its journey through eight states. The cross-country *Sunset Limited* will roll its double-deck Superliner consist through all three of Amtrak's national fare zones; round trip coach fares between L.A. and Miami cost $259 except during the summer season when round trip fares are $339. First-class sleeping accommodations are additional. For details phone Amtrak at 800/USA-RAIL.

SURVEYING A NEW 85-MILE RAILROAD...IN 1993! On February 10, 1993, the ICC "conditionally approved" the construction of the 85-mile standard-gauge Ozark Mountain Railroad in Northern Arkansas. The actual approval is pending an environmental impact study of its construction. Of the 85 miles, only 40% will be on abandoned right-of-way (the long-lost Missouri & North Arkansas). The balance will be on a new grade.

The purpose of this new railroad will be to haul passengers through the scenic, unsettled and tourist areas of the Ozarks in Northern Arkansas and Southern Missouri. The Ozark Mountain Railroad will be based in Oak Grove, Arkansas, with four lines radiating from there: a 27-mile line running southeast to Harrison, Ark.; a 21-mile line running almost due west to Eureka Springs; an eight-mile running almost due north to serve resorts in Dogwood Canyon, and a 27-mile line running Northeast into Branson, Missouri, which is rapidly becoming a country music and tourist hot spot. The construction to Branson should be spectacular, as the all-new right-of-way must run "against the grain" of the Ozark Mountains — plans are to construct eight tunnels, the longest of which is a quarter-mile, plus three significant bridges, the longest of which will be of several thousand feet crossing Table Rock Lake at roughly 80 feet over the water. Plans are to keep the grades less than one percent.

The Ozark Mountain Railroad is going to be steam powered, and the hope is to find oil-fired, medium-sized, turn-of-the-century look-



JOHN KRAUSE

UP 4-6-6-4 3967 powered the Rocky Mountain Railroad Club's Denver-Laramie excursion in May 1953, shown here at Buford on Sherman Hill. UP's Challenger 3985 will repeat the event for the RMRRC in May 1993, renumbered "3967," complete with elephant ear smoke lifters and smokebox shield.

BEN KLINE

FINALLY, A CLIMAX has joined the Railroad Museum of Pennsylvania. Shown at Elkins, W.Va., circa 1952 (**right**) when it worked for W.H. Mason Lumber, the two-truck Climax was built in 1913 as Moore, Keppel & Co. No.4.

SP 0-6-0 1258, at one time assigned to Martinez, California, has been cosmetically restored by the Martinez Railway Historical Society and placed on display. When photographed in December 1991, the 1258 was accompanied by a restored boxcar and caboose of Santa Fe heritage (**below**).

RAY PELOT

ing American-built power. Plans are for the relatively long trains not to exceed 40 m.p.h., and OMR management is considering a fleet of European locomotives that were built in the U.S. If the approvals come as planned, the railroad could be completed by late 1995. Financing for this project is from "international interests," with no state or federal assistance, presently. The expected cost of construction is $276 million.

It is remarkable that in 1993 we are reporting the news of railroad construction of this type, much like we would have been in 1893. The ICC reports that this project "is the biggest of the last 75 years," but

they didn't say what that previous project was. After the railroad is built, the OMR is projected to create over 12,000 jobs contributing over $500 million into the area's economy. This will be one project to watch.

CALIFORNIA SNOWFALL While rotaries, spreaders and wedge plows were battling snow in eastern Washington and northern Idaho (page 63), Union Pacific and Southern Pacific were encountering even worse weather in the Sierra Nevada Range of northern California. On January 8, UP sent rotary snowplow X900080 west from Cheyenne, Wyoming, to clear former Western Pacific trackage in and around the Feather River Canyon. The plow was accompanied by Steve Lee and members of his famous steam crew, who, it so happens, comprise UP's most qualified, active rotary snowplow team. Snow had blocked the ex-WP Highline north of Keddie, California, closing off the Burlington Northern connection at Bieber and forcing UP to detour its north-south traffic via SP's Shasta Route. Before snow got too deep in the Feather River Canyon, UP began detouring its hottest east-west trains over SP's Donner Pass route as a precaution. The X900080 first cleared snow from the Portola yard tracks on January 11 and 12 (page 74), then headed west on the 13th to Keddie, where it diverged north onto the Highline toward Bieber, plowing about 40 miles of track before turning back. The return trip was hampered by landslides, one blocking the plow train at Milepost 4 just above Keddie and one blocking a set of rescue locomotives sent up from the south. The rotary plow was still facing north, away from the slide, but even if it had been facing south, it would have been unable to eat through the mix of rock and ice that blocked the track. After a nearly three-day ordeal of rerailing wheels and simply digging out, UP crews freed the plow train and returned to Keddie. Lee's team returned to Cheyenne, leaving the X900080 at Stockton, California, in the hands of Feather River Division employees newly trained in the art of rotary plowing. Attempts to keep the railroad clear with a Jordan spreader failed after another succession of Pacific storms dumped more rain and snow on the mountains. On February 22, the rotary paid a second visit to the Highline, this time to rescue a southbound freight stuck in ten-foot snowdrifts at Milepost 55, halfway between Keddie and Bieber. After clearing the way for the freight, the rotary continued plowing north, reaching Bieber early on February 24. The X900080 will be stationed at Stockton for the rest of the season.

Farther south, on the SP, flangers and spreaders couldn't keep up with the deluge of snow and freezing rain smothering Donner Pass. During February 21-23, an SP rotary plow train made several runs between Truckee and Emigrant Gap (page 74), including over the older, lesser-used No.1 track over Donner Summit (No.2 track passes *beneath* the summit in a two-mile tunnel). The plow train consisted of two outward-facing rotaries coupled around a set of locomotives and B-unit power cars. In many places, a spreader ran ahead on the adjacent track to shove snow over into the path of the rotary, which then blew the snow away from the tracks onto the downhill slope. SP's rotaries hadn't operated on Donner since the mid-1980s; their last *substantial* use was during the hard winter of 1981-82.

NEW SOUTH SHORE PAINT The Chicago SouthShore & South Bend has introduced a new paint scheme for its diesel freight locomotives. As of January 1993, GP38-2 2001, one of ten numbered 2000-2009, was seen in the modified scheme (page 74). Modifications include a nose herald, road number and CSS markings under the cab windows and a snowplow painted maroon instead of silver — MIKE RAIA.

NORTH COAST RAILROAD For the second consecutive year the North Coast Railroad operated Christmas trains on December weekends around Humbolt Bay on the Northern California coast. This train (page 74) was a bit unusual-looking in that its matched red-and-orange *Daylight* train was pulled by a red-and-white Central California Traction GP7 70 (built as Reading 618). The holiday excursions were sponsored by the Eureka Inn hotel, and the 16-mile round trips ran from Eureka to Arcata and back.

The North Coast Railroad operates various passenger excursions over the northern portion of the 170-mile Eureka Southern Railroad. The ESRR extends from Eureka south to an SP connection at Willits (roughly 130 miles north of San Francisco). Eureka Southern motive power consists of six former-Southern Pacific GP9s and the CCT GP7, and the freight trains run as needed, almost daily. With a rise in 1992 business, the ESRR plans to upgrade the line south of Eureka, which will finally permit passenger trains to run to the south end of the line at Willits — GREG J. JEWERS.

MISSOURI & NORTHERN ARKANSAS It isn't any surprise that this brand new 500-mile RailTex short line has become a hotbed of leased locomotives, including at least six GATX GP40s in BN livery and five former-Katy GP40s in Union Pacific paint. But among the stable of Class 1 liveries is Helm Financial Corporation's SD40-2 6200 (page 74) wearing a dark blue and red version of HELM's lease fleet livery. The heritage of this unit is uncertain.

The Missouri & Northern Arkansas began on December 13, 1992, when it purchased nearly 500 miles of MoPac track from UP. The line extends from Pleasant Hill, Mo. (roughly 35 miles south of Kansas City), south to Carthage, continuing further south to a UP/MP connection at Diaz Junction, Ark., plus a 77-mile former-Katy line from Clinton, Mo., west to Fort Scott, Kansas, which intersects the north-south line at Nevada, roughly 46 miles north of Carthage. Included in the deal are trackage rights on the north end into Kansas City. The south end of the line traverses the scenic White River area of Arkansas and passes through the booming entertainment community of Branson, Missouri.

WANNA BUY A C420? Mississippi Power Company's Moss Point, Miss., facility is selling its "industrial" switcher, former-Mississippi Export C420 63. Mississippi Power purchased the unit from MSE in 1982. Feeling that the 2000 h.p. Alco was under-utilized, it was replaced in 1992 with a GE 45-tonner from Georgia Power Company in Gulfport, Miss. The C420 is in good shape and still wears the Mississippi Export yellow-and-black livery. It is now surplused, and Mississippi Power is taking bids for the unit. Contact: John Spratley, coordinator of materials and inventory recovery, at 601/865-5469 (serious inquiries only, please).

TEXAS, GONZALES & NORTHERN During November 1992 the Texas, Gonzales & Northern began operating a 12.2-mile Southern Pacific branch line from Gonzales north to the SP main line at Harwood, Texas, roughly 60 miles east of San Antonio. Motive power for the new line is SW1200 No.92, formerly-Sabine River & Northern 1208, built as Missouri Pacific 1156. The unit is painted blue with a red horizontal stripe halfway up the hood.

The TG&N hauls primarily covered hoppers of chicken feed for two large distribution centers in Gonzales, and the railroad generally operates on Monday, Wednesday and Friday mornings. The unit is kept in Gonzales.

BOSTON & MAINE RDC 6126 The shop forces of the Cape Cod Railroad in Hyannis, Massachusetts, have restored ex-Boston & Maine Railroad RDC-1 6126 to full operating condition. It was temporarily restored in full B&M livery for a pair of fantrips on February 20 and 21, 1993, between Hyannis and South Middleboro, with a side trip on the South Dennis Branch. Portions of Cape Cod received up to 14 inches of snow on the Friday before the trips, and it snowed most of Sunday. Saturday was perfectly clear and made for some memorable photos. Unfortunately, the RDC will not run as B&M 6126 again, as it will soon be painted for the Cape Cod Railroad — WAYNE D. HILLS.

AT POWERTON, ILLINOIS A recent change on the Chicago & Illinois Midland is a new direct connection with the C&NW at Powerton, Illinois. This new connection will permit the North Western direct access with coal trains for the Powerton generating station, roughly ten miles south of Peoria. The connection also simplifies handling of C&NW coal trains bound for the rail-to-barge transloader at Havana. Previously, the C&NW and BN coal trains for Powerton and Havana would travel over the Peoria & Pekin Union Railway to Powerton using C&IM locomotives. The C&NW crosses over the C&IM at Powerton where the new connection was made. Burlington Northern coal trains will continue to use the P&PU, although there is talk of building a BN/C&NW connection at

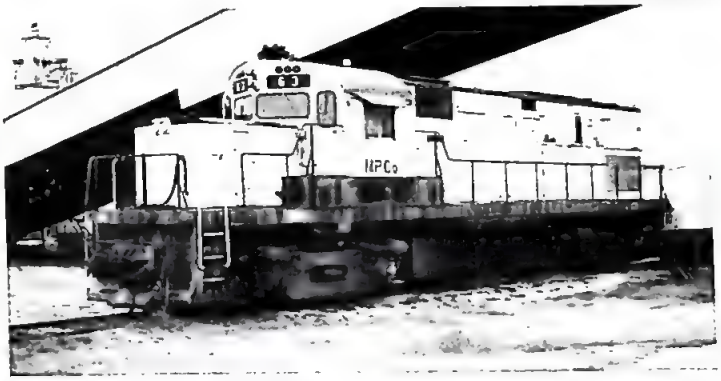
AT POWERTON, ILLINOIS, Chicago & North Western Dash 8-40Cs occupied a track at Chicago & Illinois Midland's engine facility on January 19, 1993 (**right**). The use of run-through C&NW power on coal trains bound for points served by the C&IM was made more convenient by the installation of a new connector track (visible just beyond the engine service tracks) which climbs up from the C&IM line to reach the C&NW, which crosses C&IM on the bridge visible in the distance.

ED JOHNSON

TEXAS, GONZALES & NORTHERN began operating a 12.2-mile Southern Pacific branch between Harwood and Gonzales, Texas, in November 1992. On January 16, 1993, TG&N's SW1200 No.92 (ex-Sabine River & Northern 1208, nee-Missouri Pacific 1156) was photographed at the Gonzales depot (**below**). Operating generally on Monday, Wednesday and Friday mornings, the TG&N does most of its business hauling hopper loads of chicken feed for two distribution centers.

CARL M. LEHMAN

MARK D. COMSTOCK



WAYNE D. HILLS

WANNA BUY A C420? In 1992, Mississippi Power Company purchased a GE 45-tonner to replace ex-Mississippi Export C420 63 in switching service at the Moss Point, Mississippi, plant. Mississippi Power decided the 2000 h.p. Alco was being under-utilized and has begun accepting bids for its purchase. During January 1993, the C420 was photographed near Moss Point (**above**) still wearing its yellow-and-black Mississippi Export paint with Mississippi Power Company lettering.

BOSTON & MAINE RDC 6126 has been restored to full operating condition by the shop forces at the Cape Cod Railroad. On February 20 and 21, 1993, it was dressed up in temporary B&M livery for a pair of fantrips between Hyannis and South Middleboro, Massachusetts, with side trips on the South Dennis Branch. With a sunny sky above and fresh snow on the ground, the 6126 was photographed at Hyannis prior to departure on February 20 (**left**). Following the trips, it was scheduled to be repainted for the Cape Cod Railroad.

Molitor Junction north of Peoria to allow easier handling of BN trains onto the C&IM.

During January 1993 the C&NW was bringing five-to-six trains per week to the C&IM, up from the one-to-two trains per week during the previous decade — ED JOHNSON.

NEW DIRECTOR AT THE MUSEUM OF TRANSPORT During January 1993, Wayne Schmidt became the Director of the Museum of Transport in St. Louis, replacing Capt. William Strecfuss, who retired. Wayne Schmidt comes to St. Louis from the Great Lakes Naval & Maritime Museum in Michigan and previously from the Intrepid Air & Space Museum aboard the aircraft carrier *Intrepid* docked in New York Harbor. Schmidt is a native of Chicago and a life-long railfan, having been a veteran of numerous excursions behind CB&Q 4-8-4s and 2-8-2 4960, and also GTW 4-6-2 5629.

The St. Louis County-owned Museum of Transport is one of the largest rail museums in the U.S., coveting over 70 locomotives and dozens of pieces of rolling stock. Presently, the county and Mr. Schmidt are in the process of administering $1.3 million worth of improvements to the Museum and grounds, including laying new track along the UP main line west of the museum grounds which will include the construction of a shed eight tracks wide, with the longest being of 1100 feet and the shortest of 680 feet. A separate restoration shop is being built closer to the display area, and more staffers will be added. The shed will allow most of the collection to remain under roof, and money is budgeted for equipment restoration. Wayne Schmidt is an active individual, and he is taking steps to better organize the museum and set specific collection policies. We are looking forward to good things happening out at St. Louis, home of Frisco 4-8-2 1522.

Preview:
The 1993 NRHS Chicago Convention

by Bruce C. Nelson

The National Railway Historical Society will hold its 53rd annual convention in the "Railroad Capital" of North America from July 21 through July 25. Hosted by the Chicago Chapter, the convention promises to be both something new to those who have visited Chicago in the past and a warm introduction to those who have not. There will be activities for everyone, with plenty of contemporary railroad action, world-class cultural events and unlimited non-rail related activities.

On July 21, an excursion will be run to the Illinois Railway Museum at Union. The trip will operate over Metra's ex-Milwaukee Road commuter line to Elgin, where passengers will transfer to buses for the remainder of the trip to Union. Pending their availability, classic Metra cab units will power the train to Elgin. For those who missed the previous night's dinner cruise on Lake Michigan, an identical event is planned for July 21.

Two distinctly different trips will operate on Thursday, July 22. Union Pacific Challenger 3985 will make its first excursion appearance in Chicago by piloting a round trip over the former C&EI main line from Yard Center in Dolton to Findlay, Illinois. Concurrently, a fantrip will operate over Chicago's famous elevated transit system, the CTA. The CTA trip will include multiple photo stops and is geared to the sightseer as well as well as the railfan. For major league baseball fans, an outing to Comiskey Park is scheduled to watch the Chicago White Sox take on the Milwaukee Brewers.

Friday, July 23, will be filled with meetings and symposiums, and the annual banquet will take place that evening. Several well-renowned transportation professionals will conduct presentations, including retired CTA executive director George Krambles, Burlington Northern director of suburban services James Stoetzel ana Metra director of public information Chris Knapton. For those who choose not to attend one of the enlightening workshops during the day, the Chicago metropolitan area will offer plenty of railroading and casual activities to the inquisitive conventioneer.

Norfolk Southern gets into the act on Saturday, July 24, with a doubleheader steam trip over the former Nickel Plate Road main line from Calumet Yard to Argos, Indiana. Utilizing NS's excursion fleet, the locomotives will be ex-NKP 2-8-2 587 and 2-8-4 765. Saturday evening will find a film festival featuring the finest the Harry P. Dodge Library has to offer.

Bringing the Convention to a close on Sunday, July 25, the Central Electric Railfans Association will host a trip over the Chicago SouthShore & South Bend, one of Chicago's two electric commuter carriers. Also planned is a steam trip over Metra's former Rock Island commuter line to Joliet using ex-C&NW 4-6-0 1385.

Night photo sessions will include the Union Pacific and Norfolk Southern steam locomotives. The CTA fantrip will also include photo opportunities after dark, and the Illinois Railway Museum will host a separate night photo session. Daily cultural and shopping expeditions are also planned.

A number of people have questioned the "importation" of steam locomotives for the Chicago convention when other engines more indigenous to the Windy City exist. Examples include the contracted use of UP's 4-6-6-4 3985 while AT&SF 4-8-4 3751 has proven its roadworthiness and the CMStP&P 4-8-4 261 project appears to be on schedule. Convention planners decided early on to plan for and execute trips using tried and true locomotives over railroads familiar with fantrips that could provide their own rolling stock. Unfortunately, neither the 3751 nor 261 project could offer complete trains to be operated by the host railroads.

The emphasis of the Chicago convention has been to make the affair both interesting and affordable, and some of the more exotic — read expensive — options have been intentionally passed over in favor of concentrating the efforts on realistically priced trips. For convention information you can write to: 1993 NRHS Convention, P.O. Box 53, Oak Park, IL 60303 or telephone the Chicago Chapter Hotline at 312/342-4244. The Hotline will be staffed from 3:00 to 8:00 p.m. CST seven days a week; at other times you may leave a message on the answering machine.

MIKE DEL VECCH'O

JIM BOYD

Ferry moves

In addition to the convention itself, there will be the opportunity to ride the ferry moves to and from Chicago. While Norfolk Southern's plans have not yet been made public, the Union Pacific has worked out a complete schedule. The St. Louis Chapter NRHS and Omaha Camerail Club are jointly sponsoring the 3985's move from Omaha via St. Louis to Chicago on July 17-19 and returning on July 25-26. For details contact (SSAE, please): UP Steam '93, St. Louis Chapter NRHS, 1135 Colonnade Center, Suite 321, St. Louis, MO 63131.

If you're coming from the other direction, the Washington D.C. Chapter NRHS will be sending their heavyweight Pullman *Dover Harbor* and a streamlined sleeper to the convention on Amtrak's *Capitol Limited*, departing D.C. on Monday, July 19, and returning Monday, July 26. For details contact: Washington DC Chapter NRHS, c/o Henry Bielstein, Ticket Agent, 13425 Reid Circle, Ft. Washington, MD 20744-6522.

PART ONE: The high-horsepower six-motor comes of age

by Preston Cook

GREAT NORTHERN PHOTO CARLETON RUST

GREAT NORTHERN 400, the first production SD45, had not yet been named "*Hustle Muscle*" when it was posed with engineer Maurice Harnett Jr. and his son Bobby at Minneapolis Junction in June 1966. The 400 operates today for the museum in Duluth.

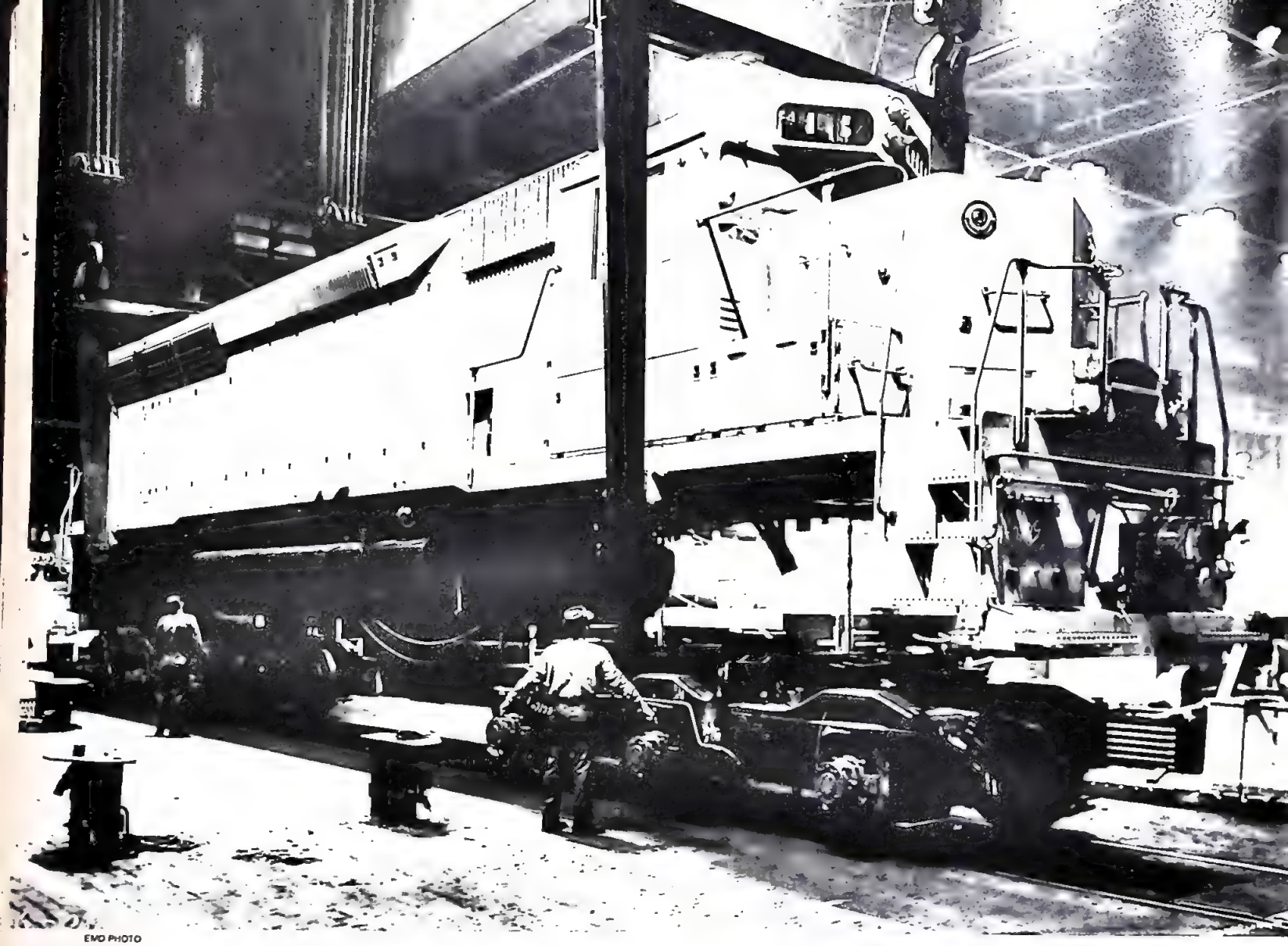
More than a mile of freight cars tagged along behind us in the twilight, pitching stiffly from side to side as our three SD45s raced westward toward the disappearing sunset. It was the last few minutes of the day, when the contrasts and the colors are most intense. Looking forward from the trailing unit, up the side of the locomotives, you could hardly distinguish the grey, maroon and yellow of the Erie Lackawanna. The paint scheme looked more like three different shades of brilliant orange.

The track was good, the 20-cylinder 645E3 prime movers were all pounding out their advertised horsepower, and we were steadily passing the traffic on the parallel highway. We gradually overtook a Pontiac GTO, which at first looked orange like everything else painted by the sunset. As we pulled alongside, I could see that it was actually blue: the SD45 demonstrator color. From the cab of the locomotive, you could almost hear the radio in the automobile playing — or was it just the locomotives' turbocharger whine echoing off trackside buildings?

For a couple of minutes the GTO and the SD45, these two symbols of the era of horsepower races, ran side by side across the Southern Tier of New York State — the 389-cubic-inch GM muscle car pacing the 12,900-cubic-inch GM muscle locomotive. Then as our train passed through several curves, the

SD45

EMD'S MUSCLE MACHINE



EMD PHOTO

"Goat" slipped away and dropped out of sight.

The "1966 Line"

At a time when GM muscle cars roamed the highways and captured the imagination of the motoring public, the SD45 represented the biggest and best from the locomotive builders. It was a time when American industry enjoyed an unchallenged reputation for having the finest technology available anywhere in the world. The Electro-Motive Division's pride in its new generation of locomotives was set forward on page one of the "1966 Line" catalog:

"From the home of the diesel locomotive at La Grange comes a new generation of motive power, designed to meet today's demands and tomorrow's needs in every type of service. It's the broadest line of motive power in Electro-Motive's history. Nine new models, each with a substantial increase in horsepower, bring with them new dimensions in unit capability, maintenance reduction and operating economy."

"Behind the new locomotive line lies a whole new set of building blocks — new prime mover, transmission and control devices. Yet, in spite of the changes in major components, maximum interchangeability of parts with earlier models has been maintained. It represents the newest reality of the never-ending pursuit by Electro-Motive engineers for more efficient, economical and flexible motive power."

The published catalog for the "1966 Line" included the 3600-horsepower SD45 and SDP45; the 3000-h.p. GP40, SD40 and SDP40; the 2000-h.p. GP38 and SD38; the 1500-h.p. SW1500 and the 1000-h.p. SW1000. The 6000-h.p. twin-engined DDA40 was also available but not listed in the product catalog.

Developed before dramatic increases in the price of fuel led the industry to look for smaller and more fuel-efficient motive power, the "45s" were destined to become the largest and most powerful single-engined diesel locomotives operated over the next two decades — only on the Union Pacific and Southern Pacific would twin-engine units outclass the 45s in size, weight and power. Although competitors Alco and GE would respond with 3600-h.p. units using 16-cylinder engines, the 20-cylinder 645 gave EMD a valuable head start in the mid-'60s horsepower race.

Modifications to the basic SD45 and SDP45 designs proved the viability of the 3600-h.p. six-motor concept in a variety of specialized roles. These included the cowl-carbody F45 and FP45 models, a freight SDP45 for Erie Lackawanna and the upgraded SD45-2. Special tunnel cooling systems on the SD45T-2 helped solve operating problems for the Southern Pacific and Rio Grande, creating another interesting "45" series variation.

The numerous "45" models were operated by most of the major U.S. railroads, though none were sold new to Canada or Mexico — although a narrow gauge version on four-motor trucks, the

SD45
EMD'S MUSCLE MACHINE

DDM45, was built for a specialized ore-hauling application in Brazil.

The development of the "45" series locomotives and their role in North American railroading combines a number of significant successes with a series of disappointing setbacks. When they were introduced to a highly competitive market as a major advance in diesel technology, the "45" series encountered widespread early acceptance which was followed by an equally widespread skepticism as a number of service problems became evident. EMD devoted considerable time and effort to improving the design, through both retrofit modifications and the development of the "Dash-2" series, which provided greatly enhanced maintainability and reliability.

Although many railroads curtailed the use of these powerful locomotives following the "oil crisis" of the early 1970s, the 45s enjoyed a resurgence during the early 1980s as increased traffic brought them back into general freight pools. While the 20-cylinder monsters have not enjoyed quite the service longevity of their 16-cylinder brethren, the "45s" have been widely disbursed beyond their original applications through mergers, resales and rebuilding.

Six-axle locomotive development

To fully understand the operational requirements which led to the design of the SD45, it is helpful to look back to the late 1930s. The first Electro-Motive product designed along the lines of what we now recognize as a roadswitcher was the 1000-h.p. end-cab NW3, introduced in November 1939. The NW3 rode on the same Blomberg trucks as the FT cab unit, and EMC described it as a "road switcher" (two words). The American Locomotive Company (Alco) followed quickly in March 1941 with the introduction of the 1000-h.p. RS1, the locomotive which is generally acknowledged as being the first classic roadswitcher with its cab positioned between a short and long hood.

Shortly after roadswitchers began to be produced in quantity, the U.S. became involved in World War II, and the need developed for motive power which could be quickly deployed on foreign railroads which had much lighter axle loading restrictions than the U.S. If the anticipated service had called for relatively light operating tonnages and moderate grades, the least costly solution would have been to adapt the B-B roadswitchers to take A1A-A1A trucks. Since both would have used four traction motors, this would have kept the electrical control and wheelslip systems virtually identical in the B-B and A1A-A1A versions. However, that would have imposed a penalty in tractive effort, as about one third of the locomotive's weight would have been carried on the idler axles.

DON DOVER

MILITARY ROADSWITCHERS like Air Force Alco RSD1 8671, built for high tractive effort and low axle loading, pioneered the six-motor concept during World War II. The prototype SD45, 4351, (**opposite**) was being "trucked" at La Grange in December 1965.

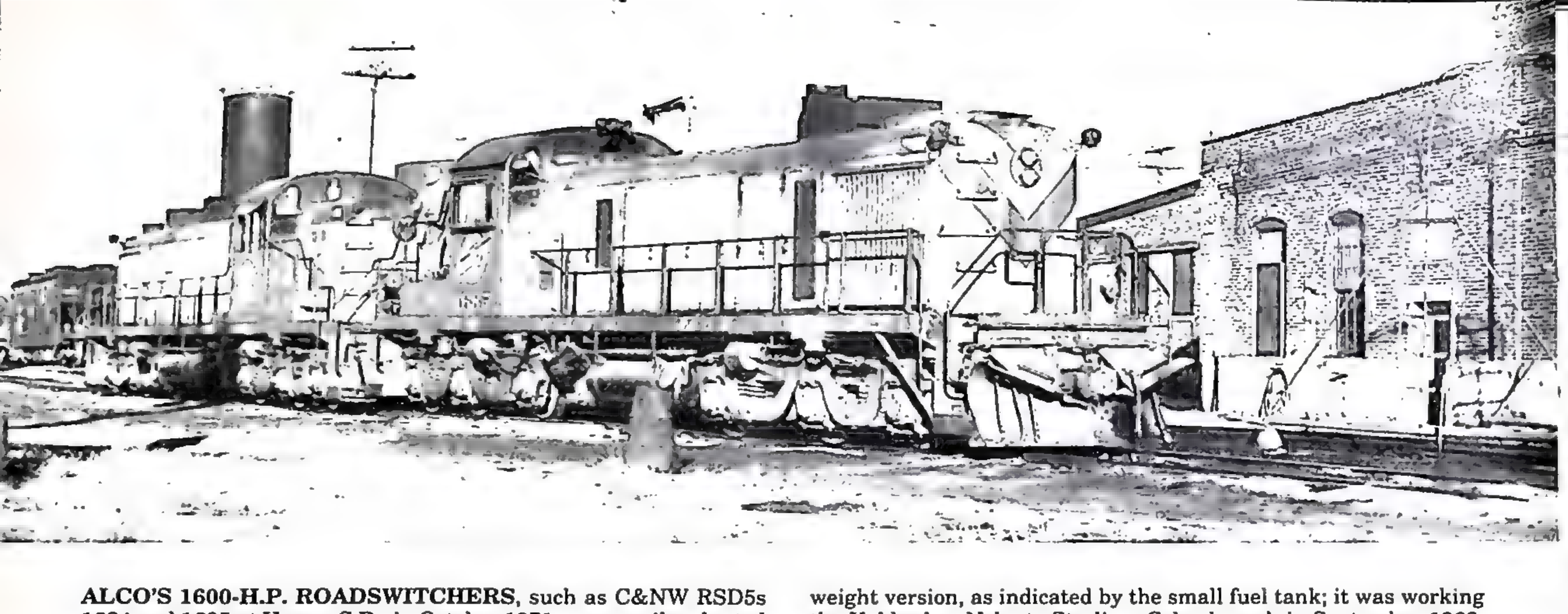
For military service, however, the need was clearly to haul the maximum possible tonnage for the locomotive's weight over whatever track profile the equipment was required to operate. It consequently proved necessary to use six traction motors despite the extra expense and slight additional weight they brought to the design. The result was the procurement of all the B-B trucked Alco RS1 roadswitchers built prior to the war and the conversion of them to C-C configuration. These were followed by many C-C RSD1 production locomotives, which performed admirably in extremely difficult conditions on the Trans-Iranian Railway and in Russia. These military units set the basic pattern for the C-C roadswitchers which would follow in the postwar years.

Following the war, EMD got very busy cranking out streamlined 1500-h.p. F-units and 2000-h.p. E-units in great numbers for the American railroads. Meanwhile, both Alco and Baldwin were building "light" six-axle roadswitchers in both C-C and A1A-A1A versions which catered to the export and branch line markets. EMD did not develop comparable six-axle designs until the early 1950s.

In the mid-1940s, the track and bridges of most North American railroads were capable of supporting diesels having individual axle weight loads of about 65,000 pounds. This imposed a maximum weight restriction of about 260,000 pounds on four axles for the locomotive structure, machinery and supplies and supplies (fuel, water and sand). Above this weight the designers had to consider adding more axles to distribute the weight over more contact points with the rail. However, there were also a number of branch lines where the 65,000-pound axle loading was too much for the track.

As a result, two separate roles were developing for the six-axle roadswitchers. There was an export and branch line market for a "light" 260,000 to 280,000 pound A1A-A1A or C-C locomotive with about the same weight as a B-B unit but with much lower individual axle loadings. There was also a potential market for a "heavy" 360,000 to 390,000 pound C-C roadswitcher in which the 50% increase in locomotive weight would result in a 50% increase in low speed tractive effort compared with typical B-B units.

These two design philosophies might have been carried along by the industry for many years were it not for the arrival of another piece of equipment which changed railroading significantly: the 100-ton freight car. In a world of 50-ton freight cars, the A1A-A1A light roadswitcher had a role to play on branch lines. But when 100-ton cars arrived, most railroads upgraded the lines to accommodate them and



ALCO'S 1600-H.P. ROADSWITCHERS, such as C&NW RSD5s 1684 and 1685 at Huron, S.D., in October 1971, were easily adapted to six-wheel trucks, while EMD's GP7 had to be completely redesigned as the SD7. Burlington SD9 453 (**below**) is a lightweight version, as indicated by the small fuel tank; it was working the Holdredge, Neb., to Sterling, Colo., branch in September 1968. The first true high horsepower "heavy" roadswitcher was the Fairbanks-Morse Train Master, shown (**right**) at Beloit, Wisconsin.

scrapped those lines which were not economical to upgrade. The need for the 260,000-pound six-axle roadswitcher died, and the heavy six-motor weighing in between 360,000 and 390,000 pounds emerged as the standard for heavy-duty service.

EMD's first roadswitchers

Between 1945 and 1949 Electro-Motive was heavily committed to the 1500-h.p. road freight locomotive market which their FT cab unit had opened up for them. At the same time, the company enjoyed a lucrative business building switchers and passenger E-units. Although EMD designed and built a number of the distinctive 1500-h.p. BL2 "branch line" locomotives, it proved to be unnecessarily difficult and expensive to assemble. One retired EMD manager once commented that the shop nearly stopped dead every time a BL2 was on the production line. The BL2 was also not readily adaptable to an AlA-AlA or C-C variant because the engine room floor had been lowered to get the machinery down deep enough in the carbody to allow rearward vision from the cab. This effectively prevented using any trucks with a longer wheelbase than the standard B-B Blomberg. The BL2 proved to be so limited in its market penetration and so troublesome to construct that EMD brought back former Chief Engineer Dick Dilworth (he designer of the FT) to develop a successor to the BL2.

The result of Dilworth's efforts, which borrowed heavily from the very practical layout of the Alco roadswitchers, was the highly successful 1500-h.p. GP7. From the time of its introduction in October 1949 to its replacement by the 1750-h.p. GP9 in January 1954, more than 2600 GP7s were built. It was a tremendous commercial success which took a large bite out of Alco's and Baldwin's roadswitcher market. The GP9 went on to achieve sales totals of more than 3600 units. Railroads' interest in streamlined full-carbody road freight diesels quickly declined in favor of the far more practical and more easily maintained EMD "Geeps."

Six motors for "Special Duty"

In February 1952 EMD introduced the six-axle/six-motor 1500-h.p. "Special Duty" SD7 model in response to the Alco and Baldwin six-axled roadswitchers. By this time much of the market for light six-axle units had already been taken up by the products from the other builders. Despite this, EMD stressed in their brochures that

JIM C. SEACREST / TOP JIM BOYD

SD45
EMD'S MUSCLE MACHINE

the SD7 could be built with light axle loadings for branch line service. The heavy six-motor concept was gaining favor with the railroads, and the SD7 was most suited for this service since it was larger and heavier than corresponding Alco models of the period. Most of the SD7s produced were ballasted to about 50% greater weight than the GP7s. Initial acceptance of the SD7 was far slower than what EMD had experienced with the GP7, and by the time the SD7 went out of production in November 1953 only 188 had been built. The successor 1750-h.p. SD9, which was introduced in January 1954 and remained in production through June 1959, sold a total of 471 units.

The limiting factor in the sales of the SDs of the 1950s was the rather low horsepower available from a single 16-cylinder 567B or 567C prime mover. The speed range where an SD had a significant tractive effort advantage over a GP was relatively low, reaching only up to about 15 m.p.h. EMD sought to sell the SDs to railroads which had requirements for very high tractive effort in low speed operations, such as transfer service and ore hauling (one of its most notable customers was the Duluth, Missabe & Iron Range, which replaced 2-8-8-4s with SD9s). If a railroad's operations were generally above 20 m.p.h., the Geep could do everything the SD could at a significantly lower purchase price.

The Train Master

In 1953, Fairbanks-Morse entered the heavy roadswitcher market with a revolutionary design which clearly established the direction for six-motor units of the future. The H24-66 "Train Master" used the company's twelve-cylinder opposed piston engine rated at 2400-h.p. for traction. It was not only 50% heavier than FM's four-motor models, but it was also significantly more powerful, exceeding the highest powered FM four-motor by 400 h.p. At a time when the average diesel weighed 260,000 pounds and developed around 1600 horsepower, the big Train Master provided a 50% advantage in tractive effort coupled with a 50% advantage in horsepower. This could theoretically allow a railroad to use two locomotives to do the same work which had previously required three, a potentially significant selling advantage.

However, the Train Master proved to be a bit too radical for many of the railroads which had only recently dieselized. Facing the rather conservative motive power thinking of the early 1950s, FM was able to sell only 127 of the H24-66s in the U.S. and Canada during the three years in which the model was produced (interestingly, the CNJ and SP used them very effectively for passenger commuter service). It is quite probable that while many railroads liked 2400-h.p. format of the Train Master, they were leery of the FM opposed-piston engine and its overly complex support systems. Thus, the potential of a heavy six-motor roadswitcher that was literally "one and a half Geeps" remained an elusive goal for a number of years, although the premise made great economic sense.

The horsepower race

In response to the Train Master, in early 1954 Alco offered its imposing DL600 roadswitcher which had many features comparable with those of the EMD SD9 along with a considerable increase in horsepower. Introduced at 2250 h.p. with the 244 turbocharged V-16 diesel, the DL600 was upped to 2400 h.p. a year later and in 1956 was replaced by the DL600B with the new 251B engine rated at 2400 horsepower. With both FM and Alco offering products identically rated at 2400 h.p., EMD

JIM BOYD

was temporarily left without a comparable locomotive.

EMD recovered part of the lost ground with the 2400-h.p. SD24 in 1958, using a 16-cylinder 567D3 prime mover and, for the first time on a production EMD unit, a turbocharger. This re-established horsepower parity with Alco (FM was no longer a major competitor by that time), but EMD fell behind again in 1963 when the 2750-h.p. Alco Century 628 was introduced.

In 1964 EMD replied with the SD35 and SDP35, using the turbocharged 16-cylinder 567D3A engine rated at 2500 horsepower. This brought them closer to the rating of Alco's Century, but the SD35 proved to be a disappointment in several respects.

With the SD35 (and its companion GP35), EMD had reached the practical output limits of its largest locomotive main generator, the D32. At this point the electrical transmission system was being pushed so close to the voltage and current limits of the rotating equipment that extensive protective field shunting had to be employed. This was controlled by a complex program switch which made sure that the controls were oper-

EMD PHOTO

SD45
EMD'S MUSCLE MACHINE

ated in the proper step sequence as the locomotive accelerated or decelerated.

The practical result of this was that units equipped with d.c. main generators were becoming an electrician's worst nightmare, and there just wasn't room for further increases in horsepower to be accommodated by the transmission system. Also, EMD was encountering a fairly serious set of structural problems in the 16-567D3A crankcase, which had convinced the division's engineering staff that it was time to re-design and beef up the engine.

With the 16-cylinder Alco 251 engine used in the Century 628 already developing 250 more horsepower than EMD's 16-567D3A, and with the Alco prime mover having the potential for higher horsepower outputs, is was obvious that EMD's engine redesign had to do more than simply achieve parity. EMD needed a new engine which would not only correct the problems encountered with the 567D3A but which would push them into the lead in the horsepower race. They also needed an electrical transmission system which could handle the increased horsepower and still allow room for future growth.

The locomotives which would be designed around the revised engine and transmission system would have to provide the customer with a significant advantage in economy of operation and reduction of fleet size on a scale which would convince the railroads that the potential benefits would justify the retirement and trade-in of their large fleets of first-generation locomotives.

The SD45

The SD45 was the premier offering in EMD's "1966 Line" of locomotives which were developed to meet these requirements. The SD45s were intended to provide the railroads with a significant reduction in fleet size by allowing two second-generation units to do work of three or more first-generation units. In many ways, it was the FM Train Master concept reborn, but with important differences.

Unlike the 1950s experience of Fairbanks-Morse in trying to sell a radically different locomotive to first-time buyers with limited diesel experience, however, the SD45 was the product of the majority builder whose products were familiar and respected. As a result the new locomotive faced no unusual problems with customer acceptance of the concept.

The 20-cylinder engine

The 645 diesel engine was, in the simplest terms, a "bored out" 567, keeping the same cylinder-to-cylinder centerlines and stroke. The displacement of 567 cubic inches per cylinder was upped to 645 by increasing the diameter of the piston — and this was accomplished without making the outside of each cylinder assembly larger by reducing the thickness of the cooling water jacket that surrounds the bore. The reduced cooling water volume was compensated for by increased water flow through the smaller jacket. The basic operation of the engine and exhaust-driven turbocharger was essentially the same as on the 16-cylinder 567 engine of the SD35 and GP35.

The impressive 20-cylinder 645E3 diesel engine, developed specifically for the 1966 Line, formed the basis for the "45" series. It developed its 3600 horsepower for traction at 900 r.p.m. from 20 cylinders of 9 1/16-inch bore and 10-inch stroke, carried in a 45-degree "V" configuration welded steel crankcase. The turbocharger for the 20-cylinder engine used the same casing and rotating assembly which were applied to the turbo for the 16-cylinder 645E3, but with a different set of nozzles and a different compressor diffuser.

The research and development process for the 645 engines had begun about the time the 567D turbocharged models were being introduced on the SD24 and GP20. The 20-cylinder engine had been a very complex system to design, and much was made of the fact that the final arrangement of the crankshaft and selection of firing order were done through the use of computer-assisted torsional analysis programs. There was much more involved in the process than simply achieving the most direct goal of having the resultant engine operate smoothly. EMD engineers had to take into account the potential effect of the engine's operating characteristics on driven accessories such as the central air blower, the auxiliary generator and the engine-driven air compressor, as well as the likely operating performance of the internal gear train driving the engine-assisted turbocharger.

It was determined that there were potentially only two possible cylinder firing orders that were suitable for the 20-cylinder engine. A major consideration in the design of the crankshaft and the selection of the firing order was to provide cross counterbalancing of the crankshaft throws, with adjacent cylinders partially compensating for each other. In this manner, the need for extremely large counterweights on the throws was avoided, and the construction of the crankshaft was greatly simplified.

There is an arguable point which contends that the 20-645E3 was actually the first diesel engine to be designed from the "ground up" by Electro-Motive.

JIM BOYD

ALCO KICKED OFF the mid-1960s horsepower race with its 2750-h.p. Century 628 in 1963. These Delaware & Hudson C628s were at Carbondale, Pa., in November 1968. EMD SD45 demonstrators 4352-4 (**opposite top**) were on the Milwaukee Road at Davis Junction, Ill., on November 29, 1966. Compare the 16-cylinder and 20-cylinder crank cases on the shop floor (**opposite bottom**); that's a 12-cylinder case on the center hoist.

ABOVE and OPPOSITE BOTTOM JIM BOYD

All previous engines in the 567 series, as well as the eight, twelve and 16 cylinder 645 models, traced at least part of their origins and major components directly back to the design programs of 1936-1938 by the General Motors Research Laboratory staff. During that time period, the Electro-Motive plant in La Grange did not have the facilities to machine engine parts or to assemble and test engines, and early photos of the 567s disclose their being evaluated in company with Wintons and Detroit Diesels at GM labs.

The original 567 "U" deck engine was subsequently assigned to Electro-Motive in La Grange to construct because the logistics of having the engine plant in the same place as locomotive production saved time and money. Additionally, the Winton Engine plant in Cleveland did not have the space in 1938 to accommodate the construction of an additional assembly line for the 567 engines. The 567 "V" deck engine which followed, as well as the subsequent 567A, 567B and 567C engines, retained a major portion of rotating hardware from the original designs, while introducing upgraded crankcases and cylinder assembly components. Even the turbocharged 567D series engines were based around the original crankshaft designs of the 1938-vintage "U" deck engines.

Thus, the 20-cylinder 645E3 had the distinction of being the first product since 1938 where a completely new crankcase configuration and a totally new crankshaft design were tied together with the simultaneous introduction of an all-new cylinder assembly. There were advantages to be realized from standardization of small parts with the earlier engines, and conse-

RICHARD J. ALLEN

quently there were a few items carried forward from the previous series such as the long established designs for top deck hardware, the connecting rods, the wrist pins and the engine bearings, but essentially the 20-645E3 was a new engine. Even the turbocharger for the 645 series was a new and completely different design from that used on the 567Ds.

The 20-cylinder 645 would remain in production from the 1960s into the 1990s and would prove to be an impressive sales success for EMD in fields outside the locomotive market. Although the last new locomotive applications of the 20-645E3 were made on the SD45-2s in the mid-1970s, the 20-cylinder engine was carried forward into the 645F series crankcase design. These were still being constructed in the 1990s for marine and power generating service, despite the adoption of the 16-cylinder 710G prime mover for EMD's high-horsepower locomotives (3800-h.p. SD60s) in the mid-1980s.

Carbody and underframe

The 20-cylinder engine was almost three feet longer the 16-cylinder 645E3, and its mounting space and radiator requirements dictated the length of underframe which would be used on *all* the 1966 Line SD locomotives. There were substantial savings in both engineering costs and shop fixtures which could be realized by having the SD45, SD40 and SD38 on very similar platforms. The difference in the length of the internal machinery package was reflected in elongated end platforms on the SD40 and SD38, since the engineroom hood on those units was substantially shorter than on the 20-cylinder locomotives.

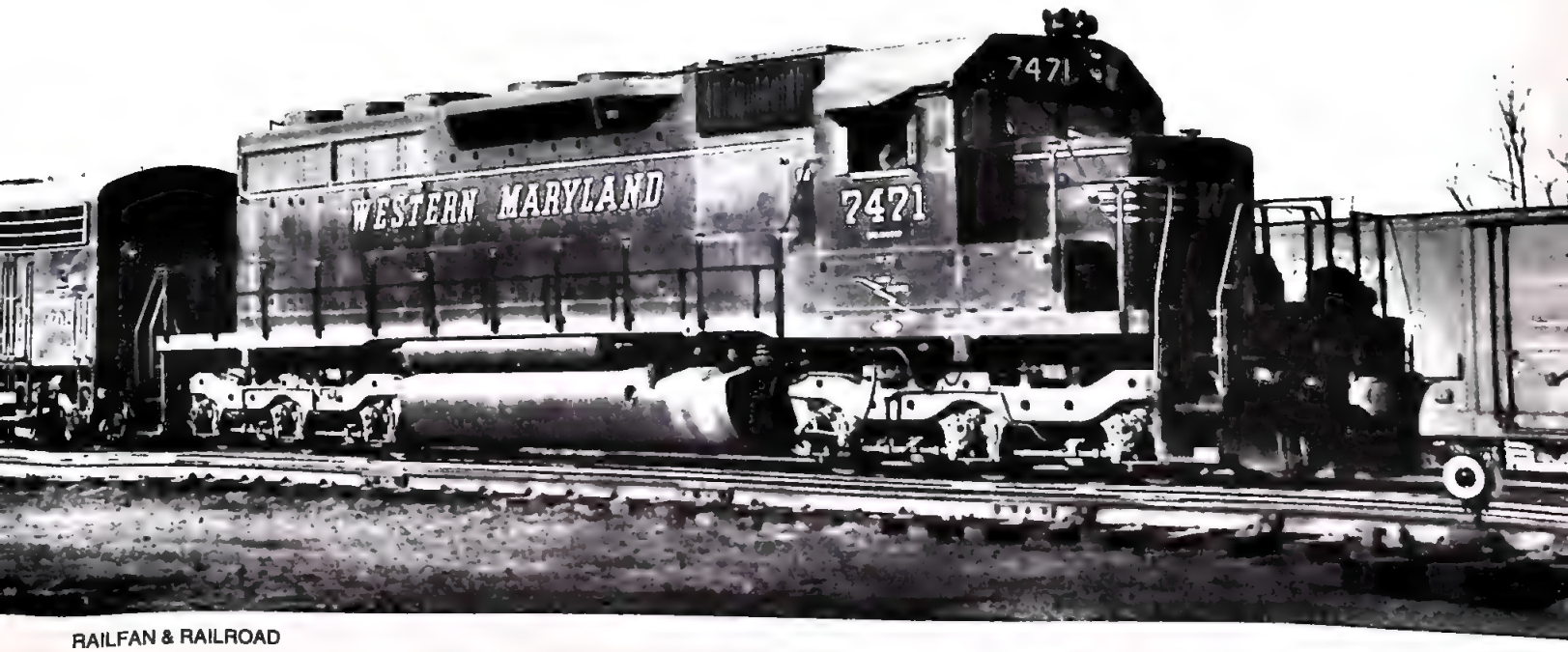
The underframe design allowed the SD45 to mount a fuel tank of up to 4000 gallon capacity. Fuel capacity was extremely critical, because the central marketing theme of the SD45 was its ability to save the railroad money by doing more work with fewer locomotives. As the individual unit horsepower increased, so did the fuel consumption per locomotive. As a result, for a pair of 3600-h.p. SD45s to be a viable economic replacement for three 2500-h.p. units, they needed to be able to run the same distance with the same tonnage without requiring more servicing stops. That dictated that the SD45 needed to carry about 50% more fuel than its predecessors.

There was still a viable market for passenger locomotives in 1966, and EMD offered the SDP45 with steam generators as part of the new product line. It offered the same performance advantages and cost savings in passenger service as the SD45 did in freight applications. The SDP45 was constructed on an even longer underframe, which was needed to provide additional space for the steam generators and also to carry an elongated tank which was subdivided to hold water for the steam generators and fuel for the diesel. The total capacity of the tank was 4950 gallons, and the customer could specify how much of that would be devoted to fuel and how much to water.

The huge tank capacity of the SDP45 was attractive to the Erie Lackawanna, which was handling UPS traffic between New York and Chicago. The standard 4000-gallon capacity of the SD45s did not allow much of a buffer for delays en route or transfer runs within the Chicago terminals. After taking delivery of two orders of SD45s, the EL purchased two orders of SDP45s with no steam generators and all of the tank space devoted to fuel. These units had a large ballast block installed in the rear of the carbody to compensate for the weight of the missing steam generators.

The additional cooling requirements of the 20-cylinder engine required wider radiator cores than were applied to the 16-cylinder locomotives. This resulted in the most distinctive appearance feature of the SD45 and SDP45: the extended radiator housings which overhung the catwalks at the end of the long hood. These are often described as "flared radiators" (a misnomer because what you see is the housing, not the radiator) or "angled radiators" (a doubly confusing misnomer, because the radiators in all the 1966 Line GPs and SDs are mounted on an angle, even though the shutters on the 38s and 40s are vertical). The overhanging housings were eliminated on the SD45-2 because improved methods of radiator construction allowed EMD to redesign the radiator section and use cores which were not as wide.

THE LONG SD45 FRAME was used on the SD40 for economy in production. Western Maryland 7471, at Hagerstown in 1968, shows the long end platforms which resulted. But the large 4000-gallon SD40/45 fuel tank was an advantage, and Erie Lackawanna bought the even-longer SDP45 without boilers just to get the 4950-gallon fuel tank; bicentennial SDP45 3638 (**opposite bottom**) was at Hornell, N.Y., in October 1975. Espee SDP45 3207 had the *San Joaquin Daylight* (**opposite top**) on Tehachapi Loop in July 1969.



RICHARD J. COOK

Electrical features

The development of the AR10 a.c./d.c. traction alternator was a matter of absolute necessity for Electro-Motive. The D32 direct current main generator used in the 35 series had reached the limits of its power handling capability, and design of a higher output d.c. machine would have resulted in an ungainly behemoth that would have been difficult to apply to locomotive service.

Direct Current main generators produce power in their armatures, with copper coils laid in slots in the laminated steel core. Since the trend in operating r.p.m. for diesel engines was consistently toward higher speeds, developing larger d.c. machines would have posed problems due to the increased centrifugal forces which would be acting on the coils of an armature of greater diameter. The brush circuit through the commutator, which conducts the power from the armature, would also be a problem in a larger d.g. machine since the commutator would be greater in diameter and the surface speed of the brushes would be higher.

By contrast, alternators produce power in the stationary windings of the housing of the machine (the stator), and the circuit which carries the output is solidly bolted up to the stationary output leads of the housing. The rotating element (the rotor) carries only the excitation field poles, which are fed by brushes riding on slip rings. Unlike a commutator, in which the brushes sweep over a washboard-like surface of conductors separated by insulators, the slip rings use a smooth and unbroken surface. In addition to requiring less maintenance than a d.c. generator, the a.c. alternator was also far less susceptible to damage from electrical flashovers, since the high voltage circuit did not involve moving contacts.

It was originally EMD's intention to apply the AR10 to only the 40 and 45 series locomotives. The 38 series was intended to use the D32 d.c. main generator because their horsepower did not require an alternator. The railroads, however, had different ideas about this. Most of them preferred to have all their new locomotives use the AR10 and pressured EMD to apply the higher capacity traction alternator to 38 series units. After a couple of years of offering both a.c. and d.c. versions of the 38 series (GP38/GP38AC, etc.), it became apparent that maintaining d.c. main generators was no longer popular with the railroads, and 38 series production switched over to the AR10.

It should be noted that although the AR10 was a revolutionary advance in locomotive technology when it was introduced, it was by no means the first alternator produced by Electro-Motive. The division had been actively involved for many years in building housed or skid-mounted diesels for power generating applications and had developed their own line of commercial power generating alternators for these requirements. Many of the features of the AR10 closely resembled the EMD A-20 commercial power generator which had been applied to MP36 housed diesel generators using the 567D4 engine in the early 1960s. This similarity was to be expected, since the A-20 and the AR10 were built in the same production area using many of the same machines to stamp and assemble their parts.

SD45
EMD'S MUSCLE MACHINE

From a.c. to d.c.

The rotor of the AR10 has ten poles, with "north" poles alternating with "south" poles. In one revolution of the rotor, the stationary windings in the AR10 see five complete magnetic field cycles and therefore generate five alternating current output cycles. At 900 engine r.p.m., the rotor is turning 15 revolutions per second, and as a result the output frequency of the a.c. machine is 5 cycles per revolution times 15 revolutions per second, which equals 75 cycles per second.

Since the traction motors still required d.c. current, the output of the AR10 had to be fed through a three-phase rectifier. EMD chose to accomplish this using banks of high capacity solid-state diodes (each about the size of an overgrown spark plug) which were originally developed for military and space program requirements. These were neatly mounted to the bearing support end sheet of the alternator, with their conductive buses serving as heat sinks. The rectifiers were cooled by the same air delivery used to maintain proper operating temperature in the rotor and stator of the AR10. One significant advantage of having the rectifier built as part of the traction alternator was that it ensured that any time an alternator was removed for rebuilding, the entire rectifier assembly was removed and serviced at the same time.

Power to drive the cooling fans and the excitation system of the AR10 was provided by the D14 companion alternator. The stator of this machine bolted up neatly to the engine end of the AR10 stator, and its rotor formed the connecting piece between the engine's power coupling and the AR10 rotor. Both the D14 and the AR10 were cooled by one section of the main equipment blower

fan, which mounted atop bolting pads which were built into the top of the AR10 housing. The other section of the equipment cooling fan delivered its air to the traction motor cooling duct located on the left side of the locomotive carbody — a detail clearly visible on the outside of the hood.

The D77 traction motor used on the 1966 Line had been under development for several years prior to the actual model introduction. Several hundred of them had been produced and road tested to evaluate their field performance. The D77 differed from the predecessor D67 in a number of respects. The amount of copper in the armature coils had been increased substantially, with the necessary space for the additional coil cross-section obtained through the use of insulation which took up less space in the coil slots. This Dupont Kapton insulation proved extremely durable and a great success in service. The D77 used Metal Inert Gas (MIG) welding to connect the coil free end leads to the commutator bar risers. This was a much stronger attachment than the solder connections used in earlier motors. The arrangements for retaining the coils in the armature slots and the banding of the outboard end of the coils were also greatly improved.

Control technology

The main generator excitation and the wheelslip control systems used in the 1966 Line road units all incorporated the latest solid state technology. They had many features which qualified as major advances from previous systems and were in many regards as significant as the AR10 or the 20-cylinder engine.

Transistorized systems had been used since the GP30, but they had involved rather large and heavy components which controlled the main generator field. The principal disadvantage of these systems was that both the control reactors and the field coils of the D32 d.c. main generator had considerable resistance to changes in excitation and were therefore rather insensitive to wheelslip corrections.

In the 1966 Line system, the solid state controls applied a very small control current to three tiny magnetic reactors, each only about two inches across. The output of these reactors provided control timing to "gate" a bank of Silicon Control Rectifiers (SCRs) which fed the excitation circuit for the AR10 traction alternator. When the engineer of an SD45 opened the throttle, he was literally using milliamperes to control megawatts.

The advantage of this system was that the components were very small with relatively low resistance to changes. Thus power reductions to correct wheelslips could be made almost instantaneously. Tied in with EMD's new Instantaneous Detection And Correction (IDAC) wheelslip system, the performance of the control system was an impressive advance over earlier technology.

What is perhaps most remarkable about the system is that despite the fact that virtually all of the components were newly developed, it had no inherent flaws, and its major components were carried throughout the production run of the SD45 and (in modular form) into the Dash-2 series without major design changes. It is also worth noting that while the AR10 traction alternator was widely heralded by EMD and the railroad press as a significant breakthrough, the 1966 Line control system got almost no publicity, even though it was the most important contributor in extracting the maximum performance from the power transmission system.

Utilizing components like the Throttle Response Panel, Rate Control Panel, Sensor Bypass Panel and Performance Feedback Panel in conjunction with a conventional load regulator, this system smoothly applied the potential power in response to commands from the throttle while keeping the system within proper operating parameters.

IDAC wheelslip system

The IDAC wheelslip control unit was a major achievement in its own right. The compact unit employed solid state components on printed circuit boards in a small black box in the electrical cabinet. By sensing differences in the rates of current flow to the various traction motors, IDAC used the excitation control system to reduce and then reapply excitation to the AR10 to regulate wheelslip.

IDAC was capable of detecting wheelslip events almost instantly and could make corrections in several stages, which varied with the degree of slippage. In its first stage correction, it would simply reduce excitation, in the second stage it would also activate the sanders, and in the final stage would back up the earlier corrections with a wheelslip light indication. This action would not only warn the engineer of a continuing slip condition but could also detect such problems as a misapplied traction motor with the wrong gear ratio or an extreme difference in wheel wear.

Electro-Motive filmed a test of IDAC on the B&O using a GP40. They oiled and greased the rails and added tonnage to bring the single unit up to its performance limits, then filmed the slippage of the wheels, which had been paint-marked with equal radial lines. The film compared the performance of IDAC with older relay-based wheelslip systems, which were temporarily patched into the same locomotive. The results provided a graphic demonstration of the system.

IDAC became available late in 1966 and proved so reliable that it was carried forward into the Dash-2 series in modular form with virtually no changes to its basic circuit logic. The few early

SD45S WERE SOLD to roads from coast to coast. Southern Pacific SD45 and SD45T-2 were eastbound at Tunnel 27 on the Coast Line above Chatsworth in March 1983. Frisco SD45s were flanked by an F7 and a GP35 (**opposite**) in Tulsa, Okla., in October 1971.

BRUCE KELLY

1966 production locomotives built without IDAC were quickly retrofitted when it was released.

Power limiting

The 3000 h.p. available on four motors in the GP40 and 3600 h.p. available on six motors in the SD45 was considerably more power than either locomotive could apply to the rail at low speed. Thus, to prevent them from becoming "too slippery" at the hands of an eager engineer or to prevent overloading the system as speed dropped while ascending a grade, both contained a "power limiting" system that reduced the available horsepower below 15 m.p.h.

An SD45 with 62:15 gearing could maintain 3600 horsepower output down to about 15 m.p.h. in throttle 8 and then would derate to approximately 3000 horsepower rating at 11 m.p.h. The derating started at a slightly higher speed and was more severe on locomotives with higher speed gear ratios.

When starting and accelerating a train, power limiting could provide a startling surprise for an engineer who had not previously operated an SD45. On most locomotives, as you pick up speed in a particular throttle notch, the traction motor amperage decreases. But on the SD45, the power limiting adjustment was set for nearly constant main generator output amperage between 11 and 15 miles per hour. When accelerating a train through this range at throttle 8 with an SD45, however, the meter needle in the cab would hardly move.

In starting a heavy train with an SD45, the engineer would ease the throttle out notch by notch until the train was rolling at a walk with the throttle wide open and the ammeter hovering around the red line at about 1000 amps — usually exhibiting a slight quivering on the needle as the IDAC kept it on the raw edge of wheelslip. As the speed picked up, the ammeter would start to back down, hitting about 850 amps at 11 m.p.h. Then, much to the amazement of the veteran hoggers, it would just hang there, in Run 8, as the speed continued to increase. At about 15 m.p.h., with the full 3600 h.p. now being applied to the motors, the ammeter would again begin its normal drop as the speed picked up. That little stunt during the hardest acceleration made SD45 fans out of nearly every engineer who ran them.

Electro-Motive was sufficiently convinced of the excellence of the new excitation control and IDAC systems that the advice to engineers in their operators manuals advised them to start the train by advancing the throttle one notch at a time until the maximum amperage rating of the motors was achieved, then add a notch every time the meter needle began to swing back down scale. They were specifically advised not to back off the throttle for wheelslip light indications unless noticeable lurching of the locomotive occurred. The obvious intent was to put the pointer in the corner and let IDAC do its job. It usually did.

IDAC at work

One of the greatest problems faced by SD45s and the rest of the 1966 Line was that many railroads used them for several years without fully appreciating what a substantial improvement the IDAC wheelslip system was over its predecessors. In many instances, the SD45s were operated in mixed lashups with older locomotives with far less effective wheelslip systems. This type of power combination imposed immediate limitations on the capability of the SD45s.

If you encountered really bad adhesion conditions, the older units became the limiting factor for the consist because they could get into a continuous wheelslip which couldn't be recovered unless you throttled back. Once you throttled back, you didn't have the full capability of the SD45 and therefor might stall on a hill that the IDAC equipped locomotives could pull by themselves. We used to call these motive power combinations "Bozo Lashups" because it obviously required the services of some clown to put them together.

I witnessed one particularly graphic example of this on the Erie Lackawanna on a cold winter night. As we worked our way eastward out of Binghamton, N.Y., with the obligatory power block of two SD45s and an F7B, the freezing rain turned to slush and then to snow. Crawling up through Susquehanna towards Lanesboro, the elderly locomotive was slipping badly on the icy rail. As we approached Starrucca Viaduct it began to experience very bad slips which were generating wheel-to-rail pyrotechnics. The two SD45s were still maintaining adhesion and weren't quite up to their full ratings, but the only way to protect the covered wagon was to throttle back to keep from overspeeding and bird's-nesting its traction motors. With the catwalks coated with ice, messing around with the locomotives while moving was an invitation to a disaster, and we finally had to shut down just short of Mountain Curve.

It was pretty obvious that unless we wanted to spend the rest of the night playing with our train in a snowstorm, the best course of action was to try to take the hill with only the SD45s. We took the covered wagon off the line, turning it into a "heavy boxcar" for the rest of the ride up the mountain. While the traction motors were cooling down, we spent a couple minutes knocking the accumulated blocks of ice off the sand pipes. Then, with a hundred feet of visibility and the cab heaters running at full load, the engineer notched out the throttle.

A heavy train standing for even a short time in freezing wind and blowing snow can get pretty stiff. After several notches, the SD45s shuddered, the wheels pinged and the IDAC began clicking in the electrical cabinet as it went from stage one, to stage two to stage three of its corrections.

First at a crawl, then at a walk, the two SD45s began to move the train. After a couple more notches on the throttle — and what seemed like a very long time with the IDAC cycling — we were accelerating up to a jog as the speed indicator needle bounced slowly upward. Finally, with a hefty application of throttle, the ammeter sat firmly in the corner and the two SD45s steadily gained speed. They provided a textbook display of how, in the proper circumstances, they could handle more trailing tonnage than four first generation units — and how two units in one lashup could pull more than three!

As the train cleared Mountain Curve and we approached Gulf Summit they were still accelerating, steadily working up through the power limiting range toward that magic speed where you could put all the horses on the rails and feel certain that the SD45 really did have 3600 of 'em.

It worked just like EMD said in the advertising brochures.

Two SD45s: That's two 20-cylinder 645E3 engines and two AR10 traction alternators powering twelve D77 traction motors. That's 388 gallons of fuel and 1,284,000 cubic feet of air per hour, converted by 40 cylinders with 25,800 cubic inches of displacement into 7200 horsepower for traction. That's almost 5 million watts of power output from the two AR10s, enough to light a town. That's two turbochargers screaming along at better than 20,000 revolutions per minute, with their shrill whine bouncing back at you from mountainsides hidden in snow and darkness. That's two exhaust stacks turning 46,000 cubic feet per minute of 735 degree Fahrenheit exhaust into luminescent vapor clouds as it surges upward into the swirling snow. That's enough tractive effort to pull a heavy train up to Gulf Summit on icy rails in the middle of a blizzard.

That's what SD45s are all about.

SD45
EMD'S MUSCLE MACHINE

Next month

Join us for a further look at the SD45 and its family, surveying its original owners and the glory years.

ONE OF PRESTON COOK'S Erie Lackawanna "Bozo lashups" made an impressive sight on October 25, 1970, blasting out of Nay Aug Tunnel climbing east on the old DL&W out of Scranton, Pa., where Steamtown now runs. That Geep will be more of a hindrance than a help if the struggle gets down to a crawl where its older wheelslip system will prevent the SD45s from applying their full potential. In December 1984, a perfectly matched set of SD45s (**below**) was eastbound on the Santa Fe out of Quinlan, Oklahoma.

TOP: EKTACHROME, BOB BAHRS / BOTTOM: KODACHROME, TERRY LaFRANCE

PHOTOGRAPHY / KODACHROMES GARY R. SCHERMERHORN

Where did all those C30s go?

Motive power changes on the Boston & Albany

And who cares?

by Gary Schermerhorn

"*Chuffa-chuff-chuff-chuff.*" That was the sound day or night, rain or shine, of another eastbound freight sloggin' up the old mountain from my apartment in the town of Dalton, Massachusetts. My camera was on the kitchen table loaded and ready to go. I could've easily grabbed it and hopped in my truck and leisurely have caught the slow freight, no problem, in a number of good spots before it reached the town of Hinsdale.

But why bother? What was the use? Nine out of ten times it was going to be the same consist: usually three or four blue Conrail six-axle units, almost always C30-7As. Usually always tired, beaten, worn and rusted and looking a little ... well ... "scruffy." If you were fortunate enough, sometimes you could catch one that had been recently washed. But don't count on it.

That was the dreary situation by the summer of 1990. It also had been the situation in '89, '88, '87 and '86 as well as '85 and most of '84.

Here's another sound: "*Aaaaarrrrgh*!"

Now don't get me wrong. I don't hate GEs. I love GEs. I think they sound neater. They got smoother lines. They got character and in some respects are about as close to an Alco as you're gonna get in a world of "hi-tech" power.

So what's the problem?

Here is one of the most scenic rail spots in New England, the former Boston & Albany main line. From the small village of Chatham, New York, eastward to the mountain town of Chester, Massachusetts, this almost-shortline-run Class 1 has a little of everything. It's got nice, steep, wooded hills; big grades and twisting track; a stone cut tunnel dating back to the 1800s (once tunnels, when Conrail still had two tracks through them); a variety of seasons; postcardish towns; easy accessibility; a healthy amount of traffic and even two Amtrak trains daily.

It also had C30-7As and more C30-7As. It didn't matter if the train was eastbound or westbound, Trail Van or freight, the power remained the same. It's important to note at this point that C30s weren't completely the only thing running on the "Boston Line" trains. There was also a mix of C36s, unique-to-Conrail hunchback C32s and four-axle B23-7s. The problem was that all of these engines looked like C30s, too. It was like one big, blue happy family that moved up and down the mountain every year making a quiet, almost peaceful, racket in the woods.

Before too long, though, for this railfan it was living with one big, blue, *borrrrrrrrring* family. With no end in sight.

Then something incredible happened.

No one now was really sure of the exact date, but one hazy afternoon in late summer of '91 something very strange was making its way up the Dalton grade. Like a giant buzzsaw from hell, this alien creature scattered wildlife and momentarily stopped conversations as it howled and whined up the mountain. To the well tuned ears of most railfans, this could've only meant one thing: EMD!

Sure enough, leading the afternoon eastbound freight was a Conrail EMD. An ol' SD40-2, its paint a little weathered and those big cylinders a little tired — but, boy, did it look beautiful and sound wonderful as it crawled past. Questions immediately flew.

"Did someone in the Selkirk engine terminal screw up?"

"Was this some special test run?"

No one knew.

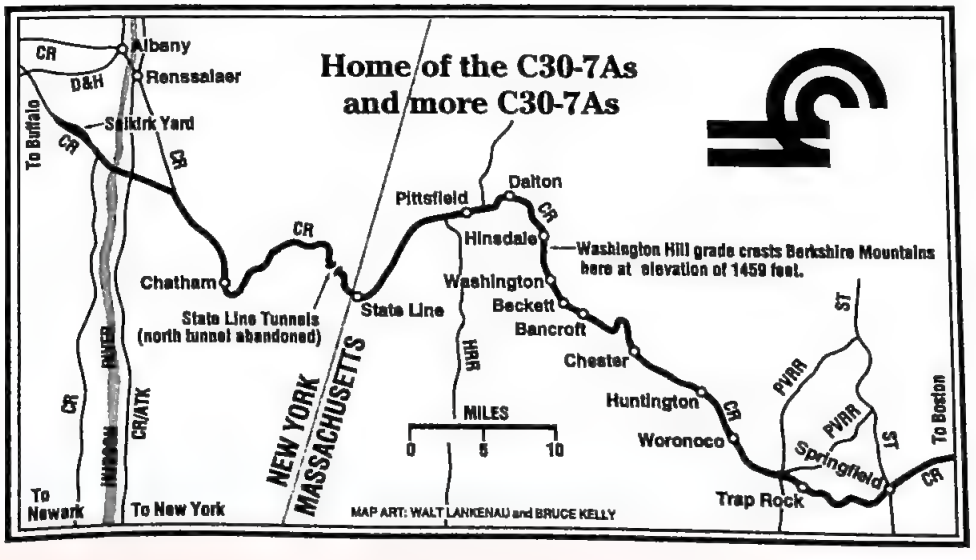
Who cared? Maybe it would become a habit.

Enter the fall of '91.

"*Whiiiiiiinnnnnnne ... grrrrrr ... whiiiiiiinnnnnnne*!"

Things have changed in my backyard railroad recently. Noisy, giant, whining buzzsaws have taken over Dalton's east grade, keeping people up at night and making it hard to talk at breakfast or dinner time. The EMD invasion was

A SOLID SET of EMDs was a rarity on the B&A until recently. On March 23, 1992, the SERE with three SD40-2s was climbing upgrade at MP 143 on the Dalton-Hinsdale town line. On May 14, 1992 (**opposite top**), the RESE, SEBO and SERE were staging a three-way meet at North Adams Junction in Pittsfield. The 6620 is a C36-7. On May 20, 1992, an SD40-2 was leading two more C36-7s (**opposite bottom**) on the NESE-3 westward out of the remaining State Line Tunnel at Canaan, N.Y.



WITH ITS C30-7A trailing, Second SEBO was rolling through Hinsdale at MP 141 on March 21, 1992, with a Dash 8-40CW and an SD40-2. With a satisfyingly varied lashup (**below**), SERE-2 rounded a curve at Canaan, N.Y., on January 18, 1992.

here. SD40-2s, SD50s and SD60s are now common point power on most Boston Line trains and usually run in solid sets. Not only that, but 6000 series "hi-tech" super cab Dash 8-40CWs are also appearing much more frequently as well as their newer brethren, the 6100-series "Q"-boats which now and then make guest appearances with their still-shiny blue and white striped coats. Once unheard-of consists are now being seen in both directions day or night. Other kinds of models, both GE and EMD, can be seen like standard cab B40s and C39-8s as well as GP38s, GP40s and GP15s. It seems like just about everything on Conrail's roster is showing up somewhere. Oh, I shouldn't forget to mention that the C36s, C32s and C30-7As are still seen once in a while, too.

Why this sudden overnight change in motive power? What happened to those big C30-7As?

Were they going to be scrapped or sold? Rumors abound.

Some say Conrail is undergoing a tremendous power shortage, causing them to run off pool power on the B&A. Others say the C30s are being rebuilt.

Again, I say, "*Who cares?*"

Now photographers and railfans usually have no idea what kind of consist will pop out the State Line Tunnel(s) — though a scanner will usually tell you the number of the point engine off the track defect detector.

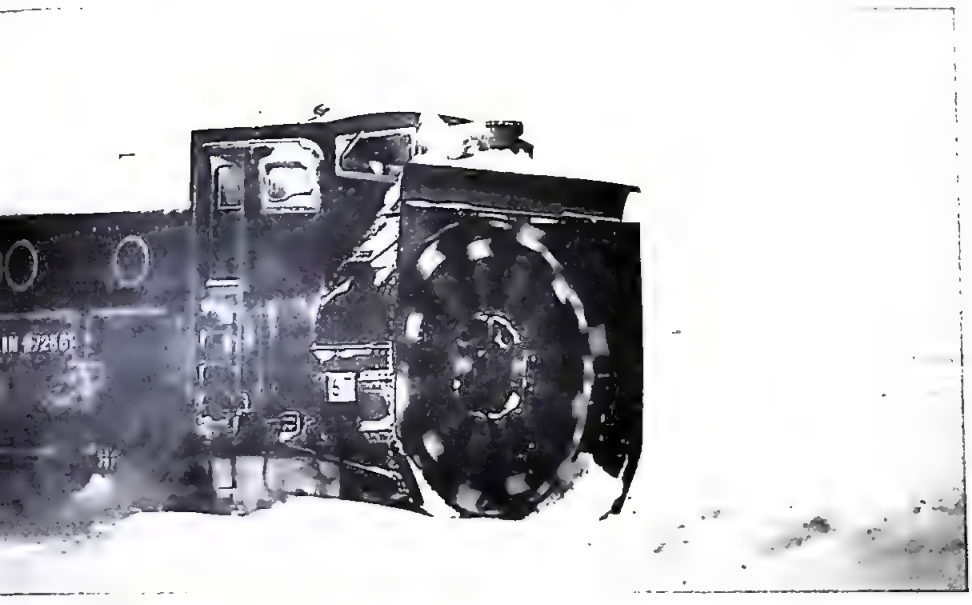
But some things never seem to last. Just like an Indian summer in January, Conrail's state of flux on the Boston Line probably won't go on forever, and all too soon it may be as easy to get an SD60 or a nice "Q"-boat through that tunnel as a shiny, dark green E8. Already newly painted, spiffy C30-7As are re-showing up here and there like the redressed dead.

But to be a little honest, that loud buzzsaw whining day and night can get a little irritating after a while, and I'm finding myself already getting a little burned out on SD50s. Still, it was fun while it lasted, right?

As for those reborn C30-7As, let's hope they at least repaint 'em.

The "Rotary Club"

BLAIR KOOISTRA



WITH ITS BIG WHEEL SPINNING, Burlington Northern rotary plow 972561 heads toward the snow-swept sunset as it departs Creston, Washington, on January 11, 1993.

by Blair Kooistra

For the two major railroads serving the "Inland Empire" of eastern Washington and north Idaho, the winter of 1992 was one for the record books. Snow-fighting activity on the railroads radiating from Spokane hadn't been so heavy since the 1960s, and even then the struggle hadn't seemed as rough, as ample manpower and snow removal equipment had been readily available.

Despite a few earlier snow storms, winter didn't *really* begin on the Union Pacific and Burlington Northern until the evening of December 27 when warm, moist Pacific air collided with a mass of super cold air from Canadian prairies over eastern Washington. The combination produced heavy snowfall and howling winds which shipped what was already on the ground into deep drifts.

Residents on the Rathdrum Prairie between Spokane and Coeur d'Alene, Idaho, felt the storm's fury the hardest. Highways literally disappeared under drifts nearing twelve feet deep. For some residents, it was six days until road crews could plow their way to the rescue.

Railroading's unfazed facade, usually unflappable in the face of all but the worst storms, began to crack. While the official word to local media was that the storms hadn't disrupted operations "significantly," the reality of the weather was all too real to the employees who put up with deep snow, leaking train air lines, stubborn power switches and signal difficulties brought on by the unusually dry, powdery snow. Carry-all drivers had a helluva time getting into places to pick up crews which had run afoul of the federal hours of service act: trains behind them on the main line then "died" as well, a domino effect of snowfall follies soon tying up the whole railroad. Trains were annulled or consolidated whenever possible, and BN's Yardley facility in Spokane began storing trains as rested crews became scarce.

Amtrak's *Empire Builder* service between the Twin Cities and Seattle/Portland was annulled over the New Year's weekend due to bad weather across the Northern Tier, compounded by a freight derailment on Marias Pass.

Battle on the Rathdrum Prairie

On UP's former Spokane International lines reaching to the Canadian border, a single Jordan spreader was insufficient to deal with the large snowfall and drifts. Years of non-existent snow and little practice with snow removal equipment collided with reduced mechanical and maintenance forces as the SI spreader became stuck on the Coeur d'Alene branch January 4 after the plow accidentally backed up with wings extended. A heavy-equipment contractor in Oregon was called to load up several bulldozers and front-end loaders on UP flatcars and head north to join the snow removal effort.

A second spreader, stored the previous eight years at The Dalles, Oregon, moved to Spokane to work the weekly Kellogg Branch turn on January 5 and returned the next day after plowing a foot of new snow from the historic branch line. It was the first time in more than four years the branch had required the use of a spreader — and this may have been its last, as UP hopes to abandon the branch by this spring.

As the bulldozer crews chewed away at drifts fouling the Coeur d'Alene branch on January 8, engineer E.J. Johnson's two locomotives were not enough to blast his twelve-car Coeur d'Alene local through drifts at Milepost .5 on the branch. Bulldozers swarmed around the train, but two locomotive were ultimately called to pull the local out.

Burlington Northern's experiences were just as ugly. Both BN Jordan spreaders assigned to Spokane were damaged while clearing out branch lines to Coulee City and Moscow and sent to the Parkwater car shops for quick repairs.

Clearly, BN was running out of options to keep its network of branch lines open. Locomotives were useless on the growing drifts plugging the Coulee City branch west of town, and the two Jordan spreaders were bad-ordered at Parkwater.

Rotary to the rescue

Reluctantly, the railroad turned to its nuclear warhead of snow-fighting equipment: the rotary snowplow. Damned expensive to operate, rotary plows have nearly disappeared from the snow-fighting arsenals of American railroads, replaced by off-track bulldozers, front-end loaders and blowers mounted on track-maintenance equipment.

Into the early diesel era, rotaries were a fairly common sight out of Spokane. Both Great Northern and Northern Pacific assigned them here until the 1970 BN merger; a rotary was assigned out of Hillyard until new local management deemed it unnecessary in 1982.

But BN hasn't entirely abandoned the rotary. The railroad rosters eight such machines, a fleet second only to Southern Pacific's, and stations them at strategic points along its northern tier. Most are assigned to locations on the prairies of Minnesota and North Dakota; only two are assigned to mountainous areas, at Whitefish, Montana, (for use on Marias Pass) and Seattle's Interbay diesel facility (for Stevens Pass). Power is supplied to the plows by retired F-unit cabs and boosters painted in the railroad's mineral red maintenance-of-way colors.

Expecting a need for Marias Pass rotary 972555 over the winter, the railroad dispatched to Spokane the 1927-

built Brooks rotary 972651, assigned to Interbay. The former-Great Northern X-1510, converted to a diesel-electric in 1960 when modernized, hadn't tuned its large Leslie-patented wheel in more than 17 years to throw snow, although it had been sent "on standby" to Skykomish, on Stevens Pass' western base, during the big storms of 1982.

Hustled eastward behind an LMX B39-8 ("hustled" being a relative term, since the friction-bearing plow is limited to 30 m.p.h.) the 972651 arrived at Yardley on the afternoon of January 10, accompanied by power car 972577, former BN 777, originally a passenger F9B built as NP 7013-C in March of 1956. (Spokane is home to the former 7010-D, donated by BN in 1987 to the Inland Empire Chapter of the NRHS and restored to its *North Coast Limited* colors. The F9A had worn BN 778 before its retirement and six-year-stint as mineral red plow power car 972568). The rotary was soon joined by Jordan plow 972665, which had made the long trip via Vancouver over the weekend from its Seattle assignment base.

At daybreak, January 11, the first rotary plow extra from Spokane in more than two decades got under way out of Yardley for battle with the drifts on the Coulee City branch. The job was called for 8:00 a.m., but problems with the rarely-used rotary delayed departure over two hours. By 11:00 a.m. the plow extra was heading west on the branch, powered by GP39-2s 2972 and 2736 and leased EMD GP39-8 972. Behind the power trailed the spreader, caboose 10037 and two flatcars hauling a large front-end loader (the railroad wasn't taking any chances with the plow getting mired down).

Clearing berms at grade crossings but attacking few drifts of any consequence, the plow train was pursued by only three carloads of railfans — thank God this isn't California! — traveling cautiously down roads barely one line wide due to high drifts. The plow made a spectacular sight in the day's few moments of sunlight, a fleeting crystal clear time before sunset while working the final miles into Creston.

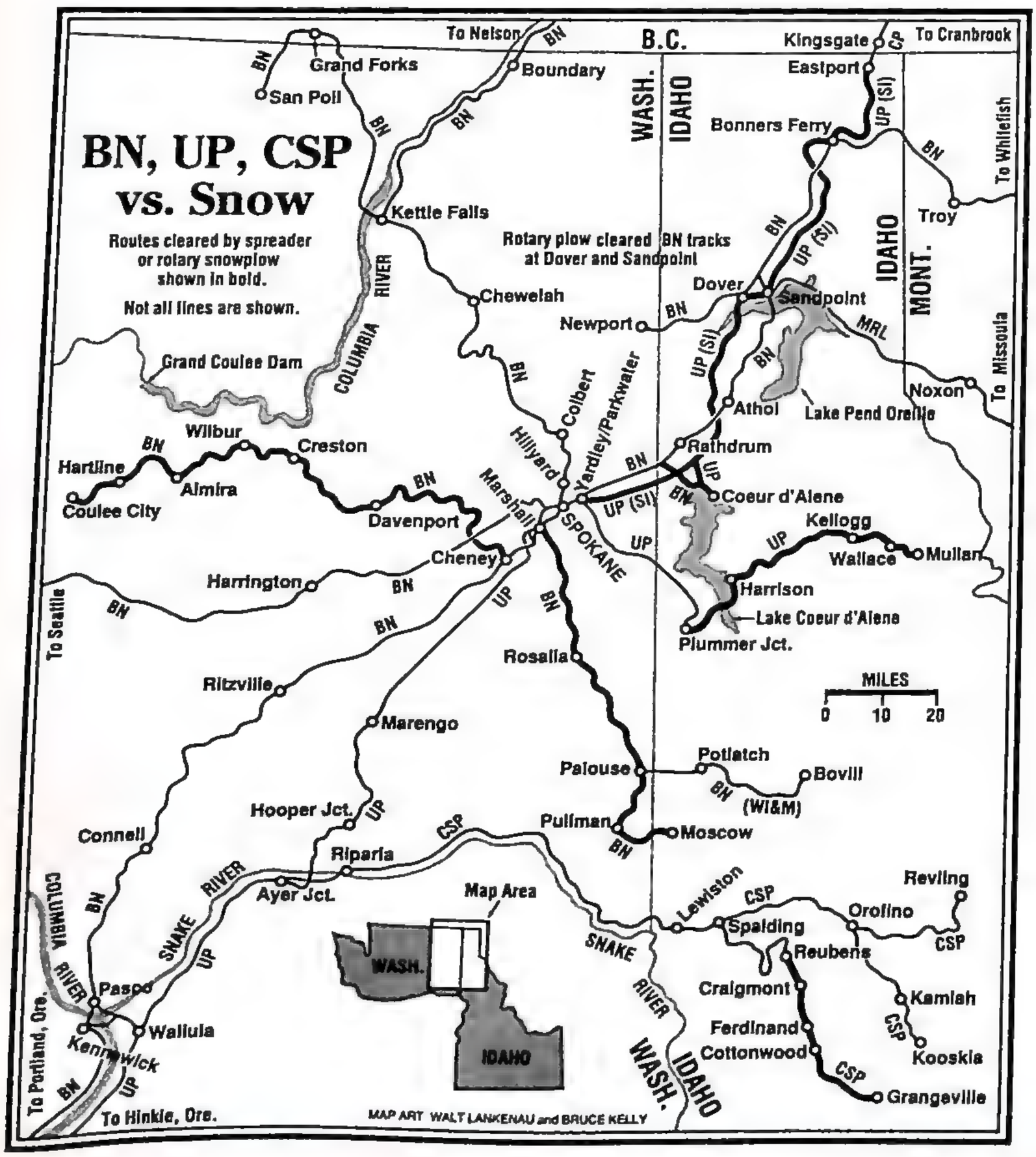
The extra plowed until dark, beginning work on a long, deep cut (rumored by crewmen to be three miles long and 20 feet deep) between Almirea and Hartline. Early the next morning, the crew rejoined the effort, taking most of the day chewing through the immense drift, watched only by a pair of farmers shooting videotape from their snowmobile...and a cold BN employee railfan from Seattle — the entire foamer contingent!

By late afternoon on the 12th, the rotary had arrived at Coulee City, turned on the wye and headed back to Spokane. The GP38 and spreader remained behind to spend the next day clearing out elevator tracks and sidings on the branch, which sees tremendous seasonal wheat movement during the winter months. Returning to Spokane on the 13th, the spreader extra met the first westbound CW local in nearly two weeks at Davenport.

Cloaked in ice but flush with success from its first outing since the mid-1970s, the 972651 was kept busy by BN for the next week, plowing out the Coeur d'Alene branch one the 15th (BN's Coeur d'Alene local had bitten off more than it could chew on the 11th, getting stuck briefly in a drift on the branch before being pushed out by more locomotives), moving east to Sandpoint on the "funnel" main line on the 16th, clearing out the Sandpoint yard and working west to the BN-UP interchange at Dover on the Newport branch and south on the P&L branch to Moscow over the 18th and 19th. A planned side trip to the WI&M was cut short by an urgent call to remove a slide of wet snow on the Kettle Falls branch, cleared out on the 20th.

Thanks

The author wishes to thank Dean Ferris and *Northwest Railfan*, "P&L Local," Mike Sawyer, Bruce Butler and Gene Hawk for their assistance in putting this article together.



The short line rotary

While the appearance of the BN rotary on the 11th seemed too good to be true, the Camas Prairie had already run its rotary twice.

Short lines are perhaps the last place you'd expect to see the money-chewing rotary in action, but Camas Prairie's rotary operation has perhaps been the most regular of *any* railroad in the country...even more so than that of Southern Pacific. But Lewiston, Idaho, isn't Roseville, California, so when the nation's last standard-gauge short line rotary does operate, it rarely gets the drooling, foaming, puddle-under-the-chin attention that the Donner Pass fleet gets in the railfan press.

In recent years Camas Prairie has called out its plow 26 (another former-Great Northern rotary, X-1508, built by

THREE KODACHROMES. BLAIR KOOISTRA

THE COEUR D'ALENE BRANCHES of UP and BN suffered severe snow drifting in the open fields of north Idaho's Rathdrum Prairie. Only half a mile into its journey down the branch, UP's Coeur d'Alene Local was mired in deep drifts near Coeur d'Alene Junction on January 8 (**left**). Engineer E.J. Johnson and his dog waited in the cab of ex-MKT GP39-2 2370 (**above**) while rescue power headed out from Spokane. On January 12, GP38-2 2082 shoved BN's ex-NP Russell plow 972542 toward the end of BN's branch at Coeur d'Alene (**below left**).

Cooke in 1907 and a close sister to the Interbay plow) to fight snow three times in 1985, four times in 1986 and once in 1991.

Camas Prairie's familiarity with its rotary shows in its efficient operation. Unlike the horde of BN employees which accompanied 972651 (giving credence to the sarcastic full-crew slogan "a face in every window"), the CSP's plow was staffed with a three-man train crew and maintenance supervisor Jim Morefield. Two maintenance-of-way employees follow the train by truck.

The CSP hasn't run a wedge plow or Jordan spreader since the early 1950s when triple-headed steam locomotives pushing a wedge plow derailed at the west switch at Grangeville, killing an

KODACHROME, BLAIR KOOISTRA

engineer. The rotary is much safer, but as Morefield says, "once you start using a rotary, you have to stick with it all winter," due to the steep-walled cuts the plow makes.

Though the railroad's main line to Orofino generates most of its traffic, the lightly-used Grangeville branch gets most of the maintenance attention. Known for its immense wooden trestles, the branch's numerous cuts atop the windy, exposed Camas Prairie are a magnet for blowing snow. As in years past, while very little snow fell on the prairie, what snow there was collected deep in cuts, especially outside of Craigmont and between Cottonwood and Grangeville.

Back when the Grangeville local ran three times a week, the rotary was rarely needed. Since the completion of Snake River dams brought slack water to the Lewiston port in 1974, the branch's staple traffic — grain and wood chips — now moves mostly by truck. A Friday-only local has operated since the early 1980s, and six days between trains gives snow plenty of time to fill up top.

Camas Prairie kicked off its rotary season on December 31, when their *pink* plow — relax, homophobes, its just a very faded GN red — worked as far east at Ferdinand.

KODACHROME, MIKE SAWYER

SNOW WAS FLYING on January 11, 1993, as BN rotary plow 972561 worked past the grain elevators at Davenport, Washington, on the CW branch to Coulee City. On January 7, locomotives of parent roads BN and UP were powering Camas Prairie rotary plow 26, seen nearing Grangeville, Idaho, (**above right**). That same day, west of Craigmont, Idaho, where snow covered the high prairie landscape as far as the eye could see, the Camas Prairie plow train battled its way through some heavy drifts (**right**).

KODACHROME: BLAIR KOOISTRA

Two weeks later, the plow worked to the end of the branch at Grangeville, powered by UP GP38-2 2061 and pushed by BN GP40s 3521 and 3045, a consist indicative of the joint UP-BN ownership and operation of the railroad.

The February 6th trip brought brilliant blue skies, nippy temperatures and a spectacular show as CSP 26 chewed through cut after cut, the majority of them no further than 100 feet off parallel highway U.S.95. Only a few fans had gotten the word, and the number of locals with their Instamatic cameras pulled off the side of the road vastly outnumbered the "hard cores."

By Morefield's admission, the trips went well. "There's no moisture in it, so it made for very easy plowing."

The 145-mile round trip was completed in well under twelve hours. But how long would 26's efforts hold the snow at bay? Morefield didn't have to think of an answer for very long: "Until the next wind!"

The Rotary Club

After years of seeing photographs in magazines of Southern Pacific's venerated rotaries and stories about fans who pay hundreds of dollars to watch a narrow gauge steam plow chew through the three-month-old drifts, the experience

KODACHROME MICHAEL D SAWYER

IN A CHRISTMAS CARD VIEW, Camas Prairie rotary 26 chewed its way west of Craigmont, Idaho, on January 7, 1993, shoved by BN and UP units. Four days later **(below)**, BN's Coulee City plow blasted its way along at Milepost 55 of the CW branch.

of Camas Prairie 26 working its high-r.p.m. magic through the fresh drifts was...is "unforgettable" to strong a word? For many, Camas Prairie was their first experience with the majestic machine known as the rotary plow. A day shooting the "big wheels" wasn't complete unless you sucked it up and got dumped on by the rotary's graceful arc of pulverized snow — only then could you say you've become a member of the "Rotary Club."

Postscript

As this is being written, the snow in my back yard — the last traces of the 100-foot snowfall of 1992-'93 — has vanished. Another enjoyable summer of lawn mowing can't be too far away...or can it? Hell, get a grip. It's only mid-February, and spring is more than a month away. There's plenty of time for a couple more snowfalls. And BN isn't taking any chances. Down at the Parkwater diesel facility, the oxide-red Interbay rotary waits out the rest of the snow season — waiting it out as it has every winter season for the past 17 years. The railroad hopes it'll be another 17 until anything close to a winter of '92-'93 is repeated.

KODACHROME DEAN FERRIS

BY JIM BOYD

TWO PHOTOS MIKE DEL VECCHIO

WEARING 3-D GLASSES at EastRAIL '93 were (left, l-r) *Trains*' Dave Ingles, *Railpace*'s Denis Connell, (above, l-r) Ted Benson and Tom Carver.

EastRAIL in 3-D

The fourth annual EastRAIL multi-media show was held at the Chatham, N.J., High School auditorium on Saturday, February 20, 1993 — and the program line-up had such a Western flavor that one almost expected the audience to head over to Stockton Tower afterwards to watch the SP, UP and Santa Fe! New Jerseyan Steve Barry (who has presented a program at every EastRAIL to date) started things off with his "Ridin' the Rails," which sampled the variety of today's action from coast to coast. Air Force Major John Sistrunk, now working out of Montgomery, Alabama, drew on his recent years in Southern California to illustrate "Escape from L.A.," which included segments on Cajon, Tehachapi, Beaumont Hill and the Santa Fe and Route 66. Then Tom Carver, a Connecticut native who worked for a few years on the West Coast, picked up the theme with his "Coast Line to Timberline" and carried the audience on a journey from L.A. up the coast to British Columbia and Alaska.

In the first fully East Coast program, Doug Koontz from Lynchburg, Virginia, took us on a "Drive South" to some of Appalachia's more spectacular mountain railroading, including Norfolk Southern and CSX action on the Southern's Old Fort line, the Clinchfield, the C&O over Alleghany Mountain and the Virginian as well as NS steam and the Cass Scenic Railroad.

Following the lunch break, the audience donned those silly-looking 3-D glasses as Mitch Dakelman and Jon Golden put on two programs of full-color, three-dimensional 35mm photography. In addition to being a 3-D enthusiast, Mitch Dakelman is president of the Jersey Central Chapter NRHS, which sponsors EastRAIL, and is the chief film archivist for the NRHS national. An audio-visual professional, Jon Golden from Boston brought along his 3-D dissolve projector, and when combined with the music-and-narration soundtracks, both shows presented the same smooth appearance as the other multi-

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media programs. Before their shows, Mitch and Jon brought out their cameras and gave the audience some historic background and viewing suggestions about 3-D photography. Mitch's show included contemporary views of Northeastern and Midwestern railroading, while Jon combined some very old historic railroad imagery with contemporary action and some of Ron Johnson's 3-D work from the early 1970s in New England.

The rest of EastRAIL had a decidedly Western theme as we got two shows each from Californians Ken Rattenne and Ted Benson. Ken was unable to attend in person but sent along his shows with his Modesto neighbor Benson (that's one advantage of a tape-controlled dissolve-unit show: once it's together, all you have to do is handle the carousel tray changes). Ken's first show, based on Volume One of his book "The Feather River Route," was entitled "The 'West' in Western Pacific," and gave us a tour of the WP from San Francisco and San Jose up through Niles and over Altamont to Stockton. Ken's second program, "Railfan Primer," was a brief and humorous look at railfans and railfanning.

The feature attraction at EastRAIL '93 was well-known California photojournalist Ted Benson. The first multi-media show Ted had ever done was "Farewell to Niles Tower" for the 1986 Winterail, and with the addition of some "wallpaper music" behind the narration, he and Ken Rattenne prepared this "EastRAIL Edition" which combined an excellent script with stunning black & white photography to depict the classic WP wooden interlocking tower in its final year of service.

Ted's other show was "The Sweet Ride," which had been presented at Winterail '92. Again updated with the help of Ken Rattenne, this show focused on the SP's central California sugar beet campaigns and the impending transition from the wood-sided beet rack gondolas to the new hi-tech rapid-discharge hoppers. Like the Niles Tower show, it combined an excellent script with superb photography.

The journey to EastRAIL was Ted's first venture east of Sterling, Colorado, and he seemed to be very impressed with both the scenery and action — we'll follow up this story at the first opportunity. Having a fondness for interlocking towers, he was particularly fascinated by the busy towers on Amtrak's Northeast Corridor.

All of the EastRAIL shows were scripted and used appropriate background and "feature" music, ranging from rock to classical and new age to country. One of the interesting aspects of doing such multi-media shows is that it provides the opportunity for the presenter to blend his taste in music with his style of photography. After working several months to put together his Appalachian railroading show, Doug Koontz noted that he had "never really listened to music — it was always just something in the background while you were driving or doing something else." Doug came up the learning curve in a hurry, consulting with local friends about various music styles and even seeking advice from other show presenters like Ted Benson. Doug's resulting mix of rock, country and jazz was very effective — and he will be listening to music from now on with a whole new sense of appreciation.

EastRAIL is sponsored by the Jersey Central Chapter NRHS and hosted by the staffs of R&R and *Railpace* magazines. Paid admissions this year were 248, and among those on hand for the show were *Trains* senior editor Dave Ingles and book publishers Joe McMillan (McMillan Publications), Steve Esposito (Andover Junction Publications) and Carl Sturner (Audio-Visual Designs) along with a substantial gathering of "name brand" railfans. Jersey Central's Carl Perelman handled most of the logistical support (promotion, ticket sales and crowd management), while Mike Del Vecchio took care of the projectors and sound system. EastRAIL '94 is being planned for next year, and we already have a couple of the programs lined up. And as soon as we ship this magazine to the printer, it's off to Winterail '93 in Stockton, California, on March 6.

Benjamin F.G. Kline, Jr. 1929-1993

The railfan community lost one of its treasures on January 22, 1993, with the passing of Ben Kline of Lancaster, Pennsylvania. Al-

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though he had been having heart problems for the past few years, Ben had remained active in his work as the acting curator of the Railroad Museum of Pennsylvania. In late January he went into the hospital for heart surgery and did not survive the operation.

Combining a gruff exterior with a sharp wit and a wonderful personality, Ben was a genuine character. A lifelong resident of the Pennsylvania Dutch country, Ben was a highly regarded historian specializing in logging railroads and geared locomotives. One of his last accomplishments was the bringing of Moore-Keppel Lumber Climax No.4 to the Railroad Museum of Pennsylvania from display at the Edaville Railroad in Massachusetts. Ben was particularly proud that his completed the museum's "set" of all three major geared locomotive types, with the Climax joining the museum's Heisler and Shay.

Ben had been involved with the Smithsonian Institution's restoration of the original *John Bull* for its 150th anniversary in 1981 and was the custodian of the PRR's 1940 replica at the Strasburg museum. I recall Ben teaching me how to manipulate the hook-and-link valve gear on that replica and allowing me to drive the locomotive — using none other than veteran historian George Hart as my braking system on the tender.

It was with that *Johnny Bull* replica that I have my fondest memory of Ben Kline. He was with the Pennsylvania museum's contingent handling the *Johnny Bull* at Vancouver's SteamEXPO in 1986, and I had just arrived at the site gate to a classic "Catch-22" situation. I needed my press credentials to get through the gate and over to the trailer, 100 yards away, where my press credentials were waiting for me. The security guard wouldn't let me in to get the credentials that were almost within sight.

As this bureaucratic silliness was reaching a frustrating peak, a carload of exhibitors arrived, among them Ben Kline. Ben saw me, came running over and threw his arms around me in a bear hug, almost weeping, "An *American*, another American...a face from *home*! (Like maybe this was Communist Poland and not Canada!)

Ben's dramatic little joke had its effect on the security guard. "You know this guy, eh?" he asked Ben.

"Why, certainly!"

Ben's word was good enough to get me through the gate to the press trailer — and I'm not sure whether that guard ever figured out whether Ben was serious or not.

Ben's wife, Patricia Ann, had died in 1984, and he is survived by two sons and a stepson. A memorial fund has been set up in his name by the Friends of the Railroad Museum (P.O. Box 125, Strasburg, PA 17579). And I think this spring at the Cass Railfan Weekend, we'll have a Shay blow one long whistle salute in the night in his honor

3751 on Houlihan's Curve

Well, our request (March '93 MARKERS) for photos of Santa Fe 3751 at Houlihan's Curve on September 10, 1992, certainly paid off. We received nearly identical photos from four different contributors: Richard Schroeder of Danville, Ill.; Tom McNair of Davenport, Ia.; Denny Hamilton of Omaha, Neb., and Ray Sherman-Peacock of Bettendorf, Iowa.

The best description we got of the day was from Ray Sherman-Peacock:

"I was part of the 'railfan humanity' at Houlihan's Curve, and as the group shot of the photo line attests, a sizable crowd of photographers had staked out their places well in advance of the train's departure from Chillicothe, Illinois.

"Just before the special arrived, Santa Fe's 301 train, the 3640 East, came to a stop just at the edge of the scene (he was waiting for the crowd around the steam engine to clear out at the Chillicothe depot). The friendly crew acknowledged the presence of the fandom on the hill, but they did not heed our encouragement to 'hold it right there — it's

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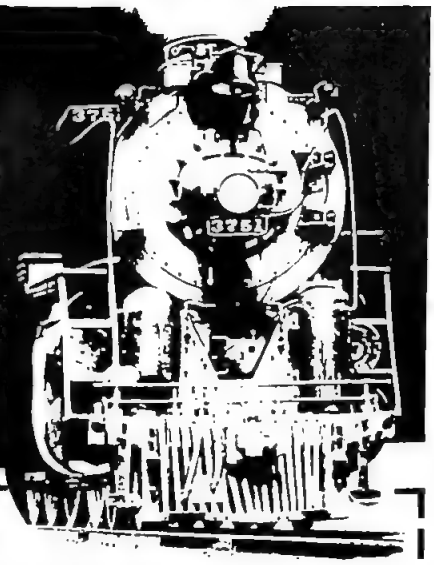

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the perfect spot for a meet!' The local restarted its eastward trek to Chilli as the special and throngs of spectators moved away from the station.

"Though the local was on the far track, cheers turned to fears that the middle of the local's train would foul the shot if it didn't clear in time for the steam train. But the local was well out of sight by the time the 3751 began to assault Edelstein Hill, announcing its imminent presence with an almost nonstop application of its whistle. I used two cameras, with Kodachrome 200 on the 135mm shot and Fuji Velvia (top photo page 73) on the 50mm shot. I also cold-rolled video on a tripod — would you say I was getting greedy?

"One word on the location at Milepost 133. The best photo spots for Houlihan's Curve are on private property, and I urge all fellow fans to keep courtesy in mind and ask the landowner's permission. Even if he refuses to let you on the areas of his concern (like his lawn), he will direct you to the spots where he's taken the time to clear out the overgrowth to open up the shot. When there isn't a 4-8-4 around, a predictable afternoon attraction is the 199 Train, usually with Super Fleet power, that passes there daily around 4:30 in the afternoon. The talking detector at Milepost 125 provides a good advance warning. And, oh yeah, take a can of Off and spray your ankles in the summer! Chiggers will have a feast that you won't discover until the next day."

Denny Hamilton's photo (page 73 bottom) was rejected by *Trains* in favor of Keefe's down-on shot. Richard Schroeder's shot was very similar to Hamilton's, and Tom

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THREE FUJICHROME VELVIA RAY SHERMAN-PEACOCK

Santa Fe 3751 on Houlihan's Curve

SANTA FE 4-8-4 3751, westbound after a quick trip to Chicago, rounded Houlihan's Curve on Edelstein Hill west of Chillicothe, Illinois, at 12:18 p.m. on September 10, 1992. A large contingent of railfans had gathered where the local landowner had cleared away the brush to open up the shot. Local 301 paused in a perfect "meet shot" (left) while the 3751 gathered a crowd at the Chillicothe depot but moved out before the steam engine arrived at the curve.

McNair's Kodachrome was very similar to Ray's Fujichrome. Sorry we can't print all of them.

Richard Schroeder also commented on the reaction of the landowner:

"About a hundred fans gathered on the hill prior to the 3751's arrival. We appreciated that the landowner had cut the vegetation so the classic scene is still there. At the same time he erected a wire fence about 100 feet uphill from the photo location and placed NO TRESPASSING signs on it. It was great sport to watch the fans step over the wire and past the sign — and then within ten minutes we would cheer as the 'lady of the house' would come down the hill, point to the rest of us and tell the recently arrived trespassers to move to where we were."

To all of you, I say "thanks" for sharing with us the experience of 3751 on Houlihan's Curve.

KODACHROME DENNY HAMILTON

Railnews

TWO KODACHROMES RICHARD STEINHEIMER

KODACHROME: MIKE RAIA

KODACHROME DAVID SMITH

CALIFORNIA SNOWFALL in the Sierra forced UP and SP to use rotary plows. UP rotary X900080 swept the Portola yard on January 11 (**left**) before heading up the ex-WP Highline. On February 12, SP rotary and flanger trains teamed up at Emigrant Gap (**above**) for a simultaneous snowfighting run east across Donner Pass. See page 44.

KODACHROME: GREG JEWERS

NORTH COAST RAILROAD ran Christmas trains during December 1992. Motive power was ex-Central California Traction GP7 70, shown running on 1st Street in Eureka, Calif. See page 44.

NEW SOUTH SHORE PAINT was seen on CSS&SB GP38-2 2001 at Burns Harbor, Illinois, during January 1993 (**left**). See page 44.

MISSOURI & NORTHERN ARKANSAS has leased a variety of locomotives including the GATX (ex-BN) GP40Gs and Helm SD40-2 seen at Carthage, Missouri, on January 24 (**below**). See page 44.

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Share the excitement as Union Pacific Challenger 3985 heads east to Kentucky, Virginia, and Tennessee to pull the famous Santa Claus train on CSX. The engine is lettered "Clinchfield 676" for the 50th run of the Santa Express. Our coverage includes two professional cameras between Louisville and Maysville, Ky, and again for the four days on the Clinchfield. Great lineside views of 676 in the lead, throwing gifts off the rear, plus on board sequences inside the cab and of Santa on the rear of the train. This 4-6-6-4 is the largest operational steam engine in the world. The articulation of this massive engine is most impressive on the many curves in the east.

NBC had a crew to work on a segment that aired on the Today Show Christmas morning. Now you can see all the train shots they left out, as well as the Santa and crowd shots. Coverage of the Challenger includes shots in Tennessee, Virginia, Kentucky, Ohio, and Indiana.

This was a historic occasion for the Santa train and to see a Challenger this far east. You'll enjoy the human interest and steam action that this interesting tape has to offer. Order Today!

Rio Grande Steam Freights

Turn the clock back to the early 1960's when helper engines were an everyday practice over former Rio Grande's Cumbres Pass, now called the Cumbres & Toltec Scenic. October 1992 was a great show of steam in the Colorado Rockies with 5 days of multiple engine freights. Chama to Cumbres eastbound trips used a rear pusher, and westbound trains from Antonito used a mid-train helper. In addition to two roundtrips on the 64-mile line, we also witness a rare 3-engine freight with two up front and one on the rear. All three were lettered Rio Grande for the special freights.

Super lineside sequences are supplemented with on-train shots as we ride a freight car just ahead of the helper engines.

The Cumbres and Toltec also provided a nice bonus lining up five operating steam engines in Chama for the first time since 1963. The freight trains were operated as authentically as possible and it is unlikely that such a large scale week-long scenario will ever be repeated. However, for a fraction of the cost of a ticket you can enjoy this incredible sight and sound experience. If you call yourself a steam lover then you simply cannot miss this great action tape!

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CALIFORNIA Rotary ACTION!

UNION PACIFIC'S FEATHER RIVER ROTARY

Pentrex presents a rare and exclusive look at a Union Pacific rotary snowplow at work.

In January, 1993, a series of cold Pacific storms brought heavy snowfall to northern California's Sierra Nevada Mountains. The Union Pacific Railroad's mainline through the Feather River Canyon was unusually hard hit.

While spreaders kept the mainline open, trains made slow progress through the Canyon due to inoperative signals, snow-bound sidings, and frozen switches. Pentrex has captured the beauty of this winter wonderland as trains attempt to negotiate the snow-covered Feather River Route.

For the first time since it acquired the line in 1982, the Union Pacific dispatched one of their Cheyenne-based rotary snowplows to Portola, California. Not since the days of the Western Pacific Railroad has a rotary been needed to protect the mainline through the Feather River Canyon.

Steve Lee, Manager of Steam Operations for the UP, takes you on a tour through the cab of the rotary and explains its history and operations. From trackside and aboard the train you will experience this awesome machine at work. The battle of snowplow against the winter elements is captured here for you to experience in all its fascinating splendor.

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